TRANSNET

# INDEX AND DIAGRAMS OF GOODS VEHICLES PART I OPEN AND COVERED WAGONS

# INDEKS EN DIAGRAMME VAN GOEDEREVOERTUIE DEEL I OOP- EN TOE TROKKE

1 065mm GAUGE
SPOORWYDTE

FOR TANK WAGONS SEE PART II
FOR NON REVENUE EARNING VEHICLES
(TYPES N AND V) SEE PART III

VIR TENKTROKKE KYK DEEL II
VIR NIE- INKOMSTEDRAENDE VOERTUIE
(TIPES N- EN V) KYK DEEL III


**GENERAL MANAGER**
**(Rolling Stock)**
**SPOORNET**
**Anker Building**
**VERWOERDBURGSTAD**
**P.O. Box 30824**
**BRAAMFONTEIN**
**2017**

**HOOFBESTUURDER**
**(Rollende Materiaal)**
**SPOORNET**
**Ankergebou**
**VERWOERDBURGSTAD**
**Posbus 30824**
**BRAAMFONTEIN**
**2017**



ISSUED
UITGEREIK 94 - 08 - 12 REFERENCE
VERWYSING S.RM(WV) 15/8/5/5

SPC 2011/73

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# Note - Nota 12/08/1994

Remove the following wagon diagrams from your existing book: AZ-7, CCL-6, CCR-4X, L-1, SC-3, SH-1, SH-6, SHD-2, SHD-4 and SHD-7.
Replace classification pages and index (2 next pages) for replacement/additional wagon diagrams.

Verwyder die volgende trokdiagramme van u bestaande boek: AZ-7, CCL-6, CCR-4X, L-1, SC-3, SH-1, SH-6, SHD-2, SHD-4 en SHD-7.
Vervang klassifikasie bladsye en indeks (2 volgende bladsye) vir vervanging/byvoeging van trokdiagramme.

TRANSNET

INDEX AND DIAGRAMS OF GOODS VEHICLES
PART I
OPEN AND COVERED WAGONS

INDEKS EN DIAGRAMME VAN GOEDERE VOERTUIE
DEEL I
OOP- EN TOETROKKE

GAUGE
1 065
SPOORWYDTE

FIRST METRICATED EDITION 1971
SECOND EDITION 1985
THIRD EDITION 1991
FOURTH EDITION 1994

EERSTE GEMETRISEERDE UITGAWE 1971
TWEEDE UITGAWE 1985
DERDE UITGAWE 1991
VIERDE UITGAWE 1994

COMPILED, SOLD AND DISTRIBUTED BY
GENERAL MANAGER (ROLLING STOCK)
SPOORNET
ROOM 128, ANKER BUILDING
VERWOERDBURGSTAD
P.O. BOX 30824
BRAAMFONTEIN
2017

OPGESTEL, VERKOOP EN VERSPREI DEUR
HOOFBESTUURDER (ROLLENDE MATERIAAL)
SPOORNET
KAMER 128, ANKERGEBOU
VERWOERDBURGSTAD
POSBUS 30824
BRAAMFONTEIN
2017

REFERENCE : S/RM(WV) 15/8/5/5

VERWYSING : S/RM(WV) 15/8/5/5

DATE : 94 - 08 - 12

DATUM : 94 - 08 - 12

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KOPIEREGVERKLARING : KOPIERING OF HERDRUK
TOEGELAAT SLEGS VIR TRANSNET DOELEINDES.

ISBN 1-86805-005-X

## NOTICE TO STAFF

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3. The General Manager (Rolling Stock) should be notified of any discrepancies.
4. Officers should apply to their respective Business units /Business concerns for amendments, new and reprinted pages for this book.

## KENNISGEWING AAN PERSONEEL

1. Veranderings aan hierdie boek sal van tyd tot tyd in die Opsomming van Veranderings verskyn. Wysigings, nuwe en herdrukte bladsye sal aan die betrokke Besigheidseenhede/Besigheidsondernemings uitgereik word.
2. Die betrokke personeel is verantwoordelik om die eksemplare in hul besit bygewerk te hou.
3. Teenstrydighede moet onder die aandag van die (Hoofbestuurder (Rollende Materiaal) gebring word.
4. Amptenare moet by hulle onderskeie Besigheidseenhede/ Besigheidsondernemings aansoek doen vir wysigings, nuwe en herdrukte bladsye vir hierdie boek.

## STANDARD DATA APPLICABLE TO WAGON STOCK UNLESS STATED OTHERWISE

| | |
|---|---|
| Coupler Height:- | 895 ± 6 |
| Wheel Diameter:- | 0 863 ± 5 |
| Vacuum:- | 54 Kilopascals in cylinder |
| Air:- | 345 Kilopascals in cylinder |

## BRAKE SYSTEM

Brake percentage for wagons fitted with dual brake system are given with change-over lever in the empty and loaded positions respectively.

The symbol against the brake system denotes:-

V-Vacuum, L-Air, D-Dual Power Manually operated, A-Dual Power Automatically operated, R-Slack Adjuster.

## DRAWGEAR EQUIPMENT

The symbol against the drawgear equipment denotes:-

KK Coupler hydraulic cushioning device.
SSC Centre sill hydraulic cushioning device.

## WAGON CODE

D In position 2, 3 or 4 denotes:- Dual Power Vacuum Brake.
L In position 2, 3 or 4 denotes:- Air Brake
R In position 2, 3 or 4 denotes:- Dual Power Air Brake.
V In position 3 or 4 denotes:- Vacuum Brake
J In position 2, 3 or 4 denotes:- Vacuum Brake System and Rejection Lugs on Brake Shoes

## STANDAARDDATA VAN TOEPASSING OP TROKKE BEHALWE WAAR ANDERS GEMELD

| | |
|---|---|
| Koppelaarhoogte:- | 895 ± 6 |
| Wieldiameter:- | 0 863 ± 5 |
| Vakuum:- | 54 Kilopascal in silinder |
| Druklug:- | 345 Kilopascal in silinder |

## REMSTELSEL

Rempersentasie vir trokke met tweekragremstelsel word aangedui met die oorskakelhefboom onderskeidelik in leeg en gelaaide stand.

Die simbool teenoor die remstelsel dui aan :-

V-Vakuum , L-Lug , D-Tweekrag Handbediening, A-Tweekrag Outomatiese bediening, R-Remversteller.

## TREKWERKUITRUSTING

Die simbool teenoor die trekwerkuitrusting dui aan :-

KK Koppelaar hidrouliese kussinginrigting.
SSC Middelbalk hidrouliese kussinginrigting.

## TROKKODE

D In posisie 2, 3 of 4 dui aan:- Tweekragvakuumrem.
L In posisie 2, 3 of 4 dui aan:- Druklugrem.
R In posisie 2, 3 of 4 dui aan:- Tweekragdruklugrem.
V In posisie 3 of 4 dui aan:- Vakuumrem.
J In posisie 2, 3 of 4 dui aan:- Vakuumremstelsel en Uitskotore op Remskoene.

| REVISION HERSIENING | | | | | | | | | REFERENCE |
|---|---|---|---|---|---|---|---|---|---|
| DATE DATUM | | | | | | | | | VERWYSING S/RM(WV) 15/8/5/5 |

| 12/08/1994 | CLASSIFICATION - KLASSIFIKASIE | |
|---|---|---|
| VEHICLE NUMBERS<br>VOERTUIGNOMMERS | DESCRIPTION<br>BESKRYWING | TYPE<br>TIPE |
| 30-010 004/49-999 990 | Tank wagons. See Part II<br>Tenktrokke. Kyk Deel II | |
| 29-010 004/29-999 995 | | |
| 28-010 000/28-999 991 | | |
| 27-010 007/27-999 998 | | |
| 25-010 018/25-999 990 | | |
| 24-010 006/24-499 997 | | |
| 23-700 009/23-799 995 | | |
| 22-500 006/22-999 981 | | |
| 21-010 005/21-999 996 | | |
| 20-200 005/20-999 992 | | |
| 20-100 000/20-199 996 | | |
| 20-010 001/20-099 999 | | |
| 18-010 008/18-999 999 | Tank wagons. See Part II<br>Tenktrokke. Kyk Deel II | |
| 17-650 003/17-699 991 | | |
| 11-010 002/11-999 998 | | |
| 66-010 004/66-499 992 | Hopper wagons.<br>Lossertrokke. | A, AJ, AKJ, AKLJ, ASJ, ASLJ<br>A, AJ, AKJ, AKLJ, ASJ, ASLJ |
| 69-012 008/69-999 997 | Ballast wagons.<br>Ballastrokke. | AY, AYJ, AYLJ<br>AY, AYJ, AYLJ |
| 96-040 009/96-040 696 | Ballast wagons.<br>Ballastrokke. | AY-11<br>AY-11 |
| 67-014 003/67-999 999 | Iron ore hopper wagons.<br>Ysterertslossertrokke. | AZD, AZJ, AZLJ<br>AZD, AZJ, AZLJ |
| 52-010 007/52-899 993 | Open wagons (4 doors).<br>Ooptrokke (4 deure). | B<br>B |
| 62-010 018/62-999 990 | Open wagons (4 doors).<br>Oop trokke (4 deure). | BAD, BAJ, BALJ, BFD, BFJ, BFLJ<br>BAD, BAJ, BALJ, BFD, BFJ, BFLJ |
| 54 014 034/54-999 995 | Open wagons (6 doors).<br>Oop trokke (6 deure). | BB<br>BB |
| 52-900 002/52 999 998 | Open wagons for sugar cane.<br>Oop trokke vir suikerriet. | BC, BCJ<br>BC, BCJ |
| 53-010 000/53-999 991 | Open wagons (4 doors).<br>Oop trokke (4 deure). | BD, BCJ<br>BD, BCJ |
| 56-010 001/56-999 993 | Open wagons (2 doors).<br>Oop trokke (2 deure). | BGJ<br>BGJ |
| 61-100 005/61-999 990 | Open wagons (No doors).<br>Oop trokke (Geen deure). | CAD, CAJ, CAL, CALJ<br>CAD, CAJ, CAL, CALJ |

| 12/08/1994 | CLASSIFICATION - KLASSIFIKASIE | |
|---|---|---|
| VEHICLE NUMBERS<br>VOERTUIGNOMMERS | DESCRIPTION<br>BESKRYWING | TYPE<br>TIPE |
| 84-010 002/84-017 996 | Covered goods wagons (timber bodies).<br>Goederetoetrokke (houtbakke). | FB<br>FB |
| 87-500 000/87-999 994 | Sugar wagons (hopper).<br>Suikertrokke (losser). | FCD, FCJ, FCLJ<br>FCD, FCJ, FCLJ |
| 87-010 100/87-499 991 | Sugar wagons (hopper).<br>Suikertrokke (losser). | FFJ, FFLJ<br>FFJ, FFLJ |
| 86-010 018/86-499 998 | Grain wagons (hopper).<br>Graantrokke (losser). | FGD, FGJ, FGL, FGLJ<br>FGD, FGJ, FGL, FGLJ |
| 86-500 007/86-999 990 | Closed hopper wagons (bulk granulated traffic).<br>Toelossertrokke (massakorrelverkeer). | FKD, FKJ, FKMJ<br>FKD, FKJ, FKMJ |
| 84-018 003/84-025 999 | Covered goods wagons.<br>Goederetoetrokke. | FP<br>FP |
| 84-029 005/84-299 991 | Covered goods wagons.<br>Goederetoetrokke. | FP, FPJ<br>FP, FPJ |
| 84-028 009/84-028 998 | Covered goods wagons (pallets).<br>Goederetoetrokke (palette). | FS<br>FS |
| 84-400 005/84-499 990 | Covered goods wagons (pallets).<br>Goederetoetrokke (palette). | FSLJ<br>FSLJ |
| 80-019 005/80-999 999 | Grain wagons.<br>Graantrokke. | FZ, FZJ<br>FZ, FZJ |
| 81-021 003/81-499 981 | Grain wagons.<br>Graantrokke. | FZD, FZL, FZLJ<br>FZD, FZL, FZLJ |
| 81-500 009/81-999 992 | Grain wagons.<br>Graantrokke. | FZL<br>FZL |
| 72-010 002/72-999 993 | Livestock wagons.<br>Veetrokke. | GZ, GZJ, GZLJ, GZB<br>GZ, GZJ, GZLJ, GZB |
| 72-010 002/72-999 993 | Livestock wagons for general goods only.<br>Veetrokke vir algemene goedere alleenlik. | GZA<br>GZA |
| 15-600 009/15-999 998 | Mechanical refrigerator wagons.<br>Meganiese koeltrokke. | LJ<br>LJ |
| 15-010 007/15-599 981 | Mechanical refrigerator wagons (with meat hooks).<br>Meganiese koeltrokke (met vleishakke). | LA, LAJ, LALJ<br>LA, LAJ, LALJ |
| 12-010 006/12-999 997 | Refrigerator wagons.<br>Koeltrokke. | LO<br>LO |
| 79-500 005/75-999 999 | Fruit wagons (pallets).<br>Vrugtetrokke (pallets). | O, OA, OLJ<br>O, OA, OLJ |
| 10-033 998/10-034 552 | Fruit wagons (pallets).<br>Vrugtetrokke (pallets). | OKLJ<br>OKLJ |
| 79-011 004/79-499 996 | Fruit wagons.<br>Vrugtetrokke. | OZ<br>OZ |

| 12/08/1994 | CLASSIFICATION - KLASSIFIKASIE | |
|---|---|---|
| VEHICLE NUMBERS<br>VOERTUIGNOMMERS | DESCRIPTION<br>BESKRYWING | TYPE<br>TIPE |
| 99-010 003/99-999 994 | See Part III<br>Kyk Deel III | |
| 98-010 018/98-999 990 | See Part III<br>Kyk Deel III | |
| 97-010 006/97-999 997 | See Part III<br>Kyk Deel III | |
| 96-030 003/96-030 186 | See Part III<br>Kyk Deel III | |
| 96-010 002/ | See Part III<br>Kyk Deel III | |
| 94-010 005/95-999 981 | See Part III<br>Kyk Deel III | |
| 90-010 000/92-999 999 | See Part III<br>Kyk Deel III | |
| 89-010 000/89-999 991 | | |
| 88-010 007/88-999 998 | Verskillende tipes trokke. (Bate van Vervoerkorporasie van Namibie).<br>Various types of wagons. (Asset of Transport Corporation of Namibia). | |
| 85-011 002/85-999 997 | | |
| 84-500 018/84-999 993 | | |
| 82-011 001/82-999 996 | | |
| 78-010 004/78-999 995 | | |
| 77-010 000/77-999 991 | | |
| 76-010 007/76-999 998 | | |
| 75-010 003/75-999 994 | | |
| 74-010 018/74-999 990 | | |
| 73-010 006/20-999 997 | | |
| 71-010 009/71-999 991 | | |
| 70-013 004/18-989 990 | | |
| 68-010 001/68-999 992 | | |
| 66-500 001/66-999 995 | | |
| 65-010 000/65-999 991 | | |
| 59-010 002/59-999 993 | | |
| 58-010 009/58-999 981 | | |
| 57-010 005/57-999 996 | | |
| 50-013 009/50-999 990 | | |

| 12/08/1994 | CLASSIFICATION - KLASSIFIKASIE | |
|---|---|---|
| VEHICLE NUMBERS<br>VOERTUIGNOMMERS | DESCRIPTION<br>BESKRYWING | TYPE<br>TIPE |
| 63-500 000/63-999 992 | Open coal wagons (no doors).<br>Oopsteenkooltrokke (geen deure). | CCL<br>CCL |
| 63-010 003/63-499 991 | Open coal wagons (no doors).<br>Oopsteenkooltrokke (geen deure). | CCR, CCL<br>CCR, CCL |
| 64-000 001/64-999 998 | Open coal wagons (no doors).<br>Oopsteenkooltrokke (geen deure). | CFL<br>CFL |
| 60-010 002/60-999 993 | Open iron ore wagons (no doors).<br>Oopysterertstrokke (geen deure). | CR<br>CR |
| 96-074 434/96-099 178 | Open iron ore wagons (no doors).<br>Oopysterertstrokke (geen deure). | CR-5<br>CR-5 |
| 61-010 006/61-099 996 | Open wagons (No doors).<br>Oop trokke (Geen deure). | CS, CSJ, CSMJ<br>CS, CSJ, CSMJ |
| 22-014 454/22-015 507 | Dropsided wagons.<br>Valkanttrokke. | DAJ-5<br>DAJ-5 |
| 22-010 009/22-399 992 | Open wagons with side stanchions and fixed ends.<br>Ooptrokke met systaanders en vaste ente. | DAZ, DAJ<br>DAZ, DAJ |
| 51-900 009/51-989 999 | Dropsided wagons for lead, copper, zink concentrates.<br>Valkanttrokke vir lood, koper, sink konsentraat. | DBL<br>DBL |
| 55-010 008/55-999 999 | Dropsided wagons.<br>Valkanttrokke. | DGLJ<br>DGLJ |
| 26-010 003/26-999 994 | Dropsided wagons.<br>Valkanttrokke. | DJ, DJM, DLJ<br>DJ, DJM, DLJ |
| 10-012 001/10-999 981 | Cement wagons.<br>Sementtrokke. | DKJ<br>DKJ |
| 51-990 008/51-999 994 | Dropsided wagons for pig iron.<br>Valkanttrokke vir ru-yster. | DPJ<br>DPJ |
| 24-500 003/24-999 997 | Dropsided wagons for steel.<br>Valkanttrokke vir staal. | DSJ<br>DSJ |
| 51-010 003/51-899 981 | Dropsided wagons.<br>Valkanttrokke. | DZ, DZA, DZJ, DZM<br>DZ, DZA, DZJ, DZM |
| 96-020 008/96-020 326 | Dropsided wagons.<br>Valkanttrokke. | DZ-12<br>DZ-12 |
| 83-010 009/83-999 991 | Covered wagons for ammonium sulphate.<br>Toetrokke vir ammoniumsulfaat. | FAD, FAJ<br>FAD, FAJ |
| 84-300 000/84-399 996 | Covered goods wagons.<br>Goederetoetrokke. | FB<br>FB |
| 84-026 006/84-027 991 | Covered goods wagons (timber bodies).<br>Goederetoetrokke (houtbakke). | FB<br>FB |

| 12/08/1994 | CLASSIFICATION - KLASSIFIKASIE | |
|---|---|---|
| VEHICLE NUMBERS | DESCRIPTION | TYPE |
| VOERTUIGNOMMERS | BESKRYWING | TIPE |
| 13-010 018/13-999 999 | Fish wagons. | PZ |
| | Vistrokke. | PZ |
| 19-010 001/19-999 992 | Explosive wagons. | QZ, QZJ, QAJ, QZLJ, QB, QCJ |
| | Trokke vir ontplofbare stowwe. | QZ, QZJ, QAJ, QZLJ, QB, QCJ |
| 17-011 000/17-059 992 | Flat wagons. | S |
| | Plattrokke. | S |
| 17-800 005/17-849 993 | Flat wagons with fixed ends. | SB, SBJ, SBLJ |
| | Plattrokke met vaste ente. | SB, SBJ, SBLJ |
| 17-600 006/17-649 994 | Flat wagons (motorcar transport). | SCJ |
| | Plattrokke (motorkar vervoer). | SCJ |
| 17-700 000/17-729 998 | Flat wagons (motorcar transport). | SCL |
| | Plattrokke (motorkar vervoer). | SCL |
| 17-730 007/17-749 999 | Flat wagons (motorcar transport). | SCLV |
| | Plattrokke (motorkar vervoer). | SCLV |
| 17-850 002/17-899 990 | Flat wagons with stanchions and adjustable ends. | SF, SFJ |
| | Plattrokke met staanders en verstelbare ente. | SF, SFJ |
| 23-010 002/23-249 994 | Flat wagons for container traffic. | SHJ, SHLJ |
| | Plattrokke vir houerverkeer. | SHJ, SHLJ |
| 23-500 018/23-699 981 | Flat wagons for container traffic. | SHJ |
| | Plattrokke vir houerverkeer. | SHJ |
| 23-250 003/23-499 990 | Flat wagons for container traffic. | SHL, SHR |
| | Plattrokke vir houerverkeer. | SHL, SHR |
| 10-012 001/10-012702 | Sugar wagons. | SKJ |
| | Suikertrokke. | SKJ |
| 23-800 003/23-999 993 | Flat wagons for container and freight bins. | SMJ, SML, SMLJ, SMR |
| | Plattrokke vir houerverkeer en vragbakke. | SMJ, SML, SMLJ, SMR |
| 17-300 000/17-599 997 | Flat wagons with ends and movable canopy. | SPLJ |
| | Plattrokke met ente en skuifbare kap. | SPLJ |
| 17-061 075/17-099 997 | Flat wagons with sides and end stanchions. | SS, SSLJ |
| | Plattrokke met sy- en entstaanders. | SS, SSLJ |
| 17-100003/17-199 999 | Flat wagons with ends and stanchions. | ST, STJ, STLJ, STMLJ |
| | Plattrokke met ente en staanders. | ST, STJ, STLJ, STMLJ |
| 17-200 008/17-299 993 | Flat wagons with ends and stanchions. | STD, STJ, STMLJ |
| | Plattrokke met ente en staanders. | STD, STJ, STMLJ |
| 14-011 018/14-999 994 | Dairy wagons. | TZ |
| | Suiweltrokke. | TZ |
| 16-010 000/16-999 991 | Well wagons. | U |
| | Puttrokke. | U |
| 93-010 001/93-999 992 | Miscellaneous wagons. | Z |
| | Diverse trokke. | Z |

WAGON TYPES AND NUMBER OF WAGONS IN SERVICE AS AT : 1994-05-31 PART I PAGE I
TROKTIPES EN GETAL TROKKE IN DIENS SOOS OP : DEEL I BLADSY I

| TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A-1 | V | 190 | AZJ-5 | | 71 | BD-4 | | 123 | CR-1 | V | 229 | DBL-1 | | 110 | DZJ-7 | | 399 | FKD-1 | | 5 |
| A-2 | | 61 | AZJ-6 | | 103 | | | | CR-2 | V | 211 | | | | DZJ-8 | | 416 | FKD-2 | | 4 |
| A-3 | V | 55 | | | | BFJ-1 | | 53 | CR-3 | V | 93 | DGLJ-1 | | 679 | DZJ-9 | V | 1464 | FKD-3 | | 24 |
| A-4 | V | 22 | AZLJ-4 | V | 385 | | | | CR-4 | V | 47 | | | | | | | | | |
| | | | AZLJ-5 | V | 276 | BFLJ-1 | | 145 | CR-5 | | 2186 | DJ-1 | V | 163 | DZM-13 | B | 90 | FKJ-1 | | 97 |
| AJ-4 | V | 304 | AZLJ-6 | V | 228 | | | | CR-6 | | 1353 | DJ-2 | V | 5499 | | | | FKJ-2 | | 47 |
| | | | | | | BJ-2 | | 110 | CR-7 | V | 221 | DJ-3 | | 18 | FAD-2 | | 3 | FKJ-3 | | 222 |
| AKJ-1 | | 102 | B-1 | | 3292 | | | | CR-8 | V | 10 | | | | | | | FKJ-4 | | 6 |
| | | | | | | BJ-4 | | 60 | CR-9 | V | 2251 | DJM-4 | B | 45 | FAJ-2 | | 20 | FKJ-5 | B | 37 |
| AKLJ-1 | | 42 | B-2 | | 6447 | | | | CR-10 | V | 1587 | | | | | | | | | |
| AKLJ-2 | B | 25 | | | | CAD-1 | V | 78 | CR-11 | B | 8 | DKJ-2 | B | 276 | FB-1 | | 142 | FKMJ-1 | B | 23 |
| | | | B-3 | | 1009 | | | | | | | DKJ-3 | B | 200 | FB-2 | | 415 | FKMJ-2 | B | 1 |
| ASJ-1 | | 64 | | | | CAJ-1 | V | 231 | CRM-11 | B | 604 | | | | FB-3 | | 65 | FKMJ-3 | B | 13 |
| ASJ-2 | | 194 | BAD-1 | V | 254 | | | | | | | DLJ-1 | | 1673 | FB-4 | | 25 | | | |
| | | | BAD-2 | V | 157 | CAL-1 | V | 928 | CS-1 | V | 257 | DLJ-2 | | 347 | | | | FP-1 | | 191 |
| ASLJ-1 | | 15 | BAD-3 | | 5 | | | | | | | | | | FCD-2 | | 25 | FP-2 | | 106 |
| | | | | | | CALJ-1 | V | 859 | CSJ-1 | | 180 | DPJ-2 | | 5 | | | | FP-4 | | 43 |
| AY-5 | | 332 | BAJ-1 | V | 859 | | | | CSJ-2 | | 249 | | | | FCJ-2 | | 483 | FP-5 | | 38 |
| AY-6 | | 373 | BAJ-2 | V | 545 | CCL-1 | | 913 | | | | DSJ-1 | V | 400 | | | | FP-6 | | 11 |
| AY-7 | | 94 | BAJ-3 | | 10 | CCL-2 | B | 482 | CSMJ-1 | B | 45 | | | | FFJ-1 | | 21 | | | |
| AY-8 | | 60 | | | | CCL-3 | | 1431 | | | | DZ-6 | | 10 | | | | FPJ-9 | V | 1771 |
| AY-9 | | 378 | BALJ-1 | V | 4104 | CCL-5 | V | 1492 | DAJ-1 | | 2 | DZ-7 | | 22407 | FFLJ-1 | | 56 | FPJ-10 | V | 1182 |
| AY-10 | | 199 | BALJ-2 | V | 824 | CCL-7 | | 1111 | DAJ-2 | | 23 | DZ-8 | | 34 | | | | | | |
| AY-11 | | 177 | BALJ-3 | | 132 | CCL-8 | V | 874 | DAJ-3 | | 3 | DZ-9 | | 299 | FGD-1 | | 3 | FSLJ-2 | | 498 |
| AY-12 | | 282 | | | | CCL-9 | B | 102 | DAJ-4 | V | 8 | DZ-10 | V | 138 | FGD-2 | | 9 | FSLJ-3 | | 99 |
| | | | BC-1 | | 274 | | | | DAJ-5 | | 33 | DZ-11 | | 44 | | | | FSLJ-4 | | 595 |
| AYJ-12 | | 5 | | | | CCR-1 | | 41 | DAJ-6 | | 10 | DZ-12 | | 29 | FGJ-1 | | 47 | | | |
| | | | BC-4 | | 25 | CCR-3 | V | 35 | | | | | | | FGJ-2 | | 39 | FZ-6 | V | 520 |
| AZD-4 | V | 70 | | | | CCR-8 | B | 20 | DAZ-1 | | 4 | DZA-8 | | 205 | | | | | | |
| AZD-5 | | 42 | BCJ-3 | | 395 | | | | DAZ-2 | | 35 | DZA-9 | | 782 | FGL-3 | | 498 | FZD-7 | V | 2 |
| AZD-6 | | 58 | | | | CFL-1 | | 1123 | DAZ-5 | | 1 | DZA-10 | | 37 | | | | FZD-8 | V | 10 |
| | | | BD-2 | | 248 | CFL-3 | | 271 | DAZ-6 | | 9 | DZA-11 | | 40 | FGLJ-1 | | 943 | FZD-9 | | 17 |
| AZJ-4 | | 118 | | | | | | | | | | DZA-12 | | 13 | FGLJ-2 | | 692 | | | |

12/08/94 V=REPLACE/VERVANG
12/08/94 B=ADD/BYVOEG

WAGON TYPES AND NUMBER OF WAGONS IN SERVICE AS AT : 1994-05-31 PART I PAGE II

TROKTIPES EN GETAL TROKKE IN DIENS SOOS OP : DEEL I BLADSY II

| TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | | NUMBER GETAL | TYPE TIPE | NUMBER GETAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FZJ-6 | V | 447 | O-3 | | 1171 | S-2 | | 8 | SHL-5 | | 1031 | SSLJ-3 | | 78 | U-8 | | 1 | | |
| FZJ-7 | | 1542 | O-4 | | 49 | S-3 | | 4 | SHJ-6 | | 42 | SSLJ-4 | | 50 | U-9 | | 1 | | |
| FZJ-8 | V | 1470 | | | | S-4 | | 19 | SHJ-7 | | 161 | SSLJ-5 | | 36 | U-10 | | 2 | | |
| FZJ-9 | | 967 | OA-1 | | 98 | S-17 | | 6 | | | | SSLJ-6 | | 64 | U-12 | | 6 | | |
| | | | | | | | | | SHLJ-10 | | 1103 | | | | U-13 | | 2 | | |
| FZL-1 | | 997 | OKLJ-1 | B | 1 | SB-1 | V | 1 | SHLJ-11 | | 68 | ST-1 | | 27 | U-14 | | 2 | | |
| | | | | | | SB-3 | V | 6 | SHLJ-12 | | 770 | ST-4 | | 31 | U-15 | | 10 | | |
| FZLJ-7 | V | 799 | OKLJ-2 | B | 1 | SB-4 | V | 20 | SHLJ-13 | | 50 | ST-5 | | 639 | U-16 | | 4 | | |
| FZLJ-8 | | 1 | | | | SB-8 | B | 1 | | | | | | | U-17 | | 7 | | |
| | | | OLJ-5 | | 539 | | | | SKJ-1 | B | 29 | STD-2 | | 7 | U-18 | | 4 | | |
| GZ-5 | | 192 | | | | SBJ-3 | B | 73 | SKJ-2 | B | 36 | | | | | | | | |
| GZ-7 | | 296 | OZ-8 | V | 187 | SBJ-10 | B | 49 | | | | STD-3 | | 6 | Z-1 | | 7 | | |
| GZ-9 | | 422 | OZ-9 | | 44 | | | | SML-13 | V | 200 | | | | | | | | |
| GZ-10 | | 254 | OZ-11 | V | 125 | SBLJ-2 | | 108 | | | | STJ-1 | | 54 | Z-4 | | 4 | | |
| | | | OZ-12 | | 11 | SBLJ-6 | B | 800 | SMLJ-1 | | 1145 | STJ-2 | V | 93 | | | | | |
| GZA-1 | | 398 | | | | SBLJ-7 | B | 28 | SMLJ-2 | | 2977 | STJ-3 | | 20 | Z-7 | | 10 | | |
| | | | | | | | | | SMLJ-3 | | 249 | STJ-4 | | 134 | | | | | |
| GZB-1 | | 50 | PZ-2 | | 5 | SCJ-6 | | 6 | SMLJ-4 | | 364 | STJ-5 | | 717 | | | | | |
| | | | PZ-4 | V | 121 | | | | SMLJ-6 | V | 248 | STJ-9 | V | 2 | | | | | |
| GZJ-1 | | 860 | | | | SCL-1 | | 45 | SMLJ-7 | V | 383 | STJ-12 | B | 127 | | | | | |
| GZJ-10 | | 688 | QAJ-1 | | 125 | SCL-2 | | 5 | SMLJ-8 | V | 723 | STJ-13 | B | 211 | | | | | |
| | | | | | | SCL-4 | | 178 | SMLJ-9 | | 350 | STJ-15 | B | 43 | | | | | |
| LA-1 | | 15 | QB-1 | | 267 | SCL-5 | | 3 | SMLJ-1 | V | 825 | | | | | | | | |
| LA-2 | | 70 | | | | | | | SMLJ-1 | V | 269 | STLJ-3 | | 23 | | | | | |
| LA-3 | | 263 | QCJ-1 | | 151 | SCLV-1 | | 6 | SMLJ-1 | V | 304 | STLJ-6 | | 1018 | | | | | |
| | | | | | | SCLV-2 | | 48 | | | | STLJ-7 | V | 42 | | | | | |
| LAJ-2 | | 22 | QZ-1 | | 4 | | | | SMR-5 | | 550 | STLJ-8 | | 657 | | | | | |
| | | | QZ-2 | | 1 | SF-1 | V | 110 | | | | STLJ-10 | B | 50 | | | | | |
| LALJ-3 | | 8 | | | | | | | SPLJ-1 | V | 136 | STLJ-11 | B | 33 | | | | | |
| | | | QZJ-2 | | 38 | SFJ-2 | | 49 | SPLJ-2 | V | 39 | STLJ-14 | B | 631 | | | | | |
| LO-2 | | 13 | QZJ-3 | | 92 | | | | | | | | | | | | | | |
| | | | QZJ-4 | | 187 | SHJ-2 | | 143 | SS-7 | B | 2 | STMLJ- | B | 102 | | | | | |
| Q-1 | | 870 | | | | SHJ-4 | | 157 | | | | | | | | | | | |

12/08/94 V=REPLACE/VERVANG

12/08/94 B=ADD/BYVOEG

14 13

Drawgear Equipment - Trekwerkuitrusting

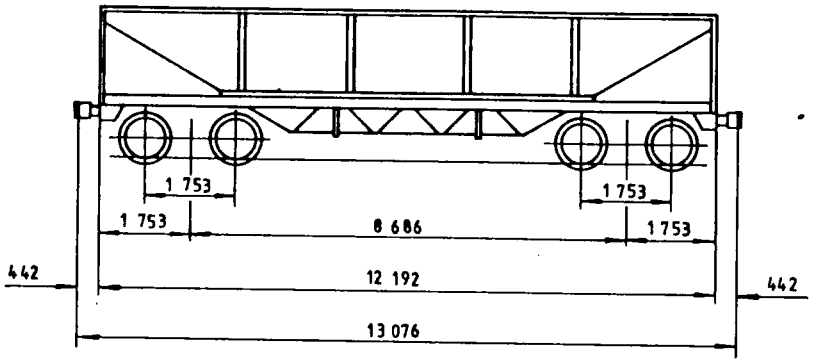
KK Coupler hydraulic cushioning device
Koppelaar hidroulièse kussinginrigting

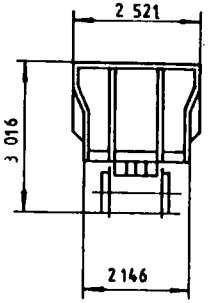
SSC Centre sill hydraulic cushioning device
Middelbalk hidroulièse kussinginrigting

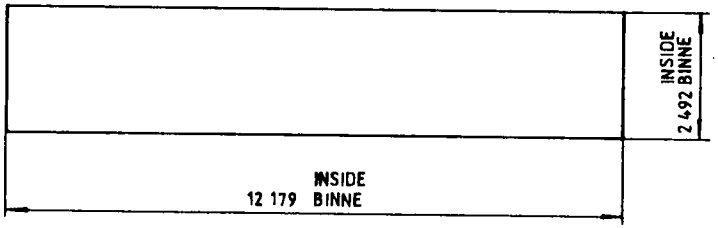
A-8

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks :-
Opmerkings

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 66-010 004 / 66-010 535 | 1934 |
| 66-010 543 / 66-012 287 | 1934-37 |
| 66-012 295 / 66-013 925 | 1940-42 |
| 66-013 933 / 66-016 673 | 1938 |

| | |
|---|---|
| Converted from / Omskep van | Date / Datum |
| | |
| | |

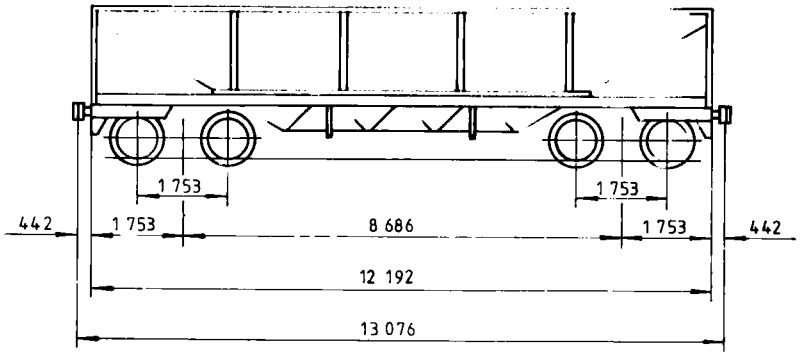
| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W.1/9172 C.E.No.A1/14996 | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME RUITRAAM | | |
| Bearing Size / Leergrootte | 11×5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 94,6 / 29,6 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

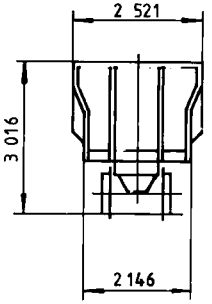
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74000 |
| Originally designed for / Oorspronklik ontwerp vir | COAL STEENKOOL |
| Converted for / Omskep vir | |

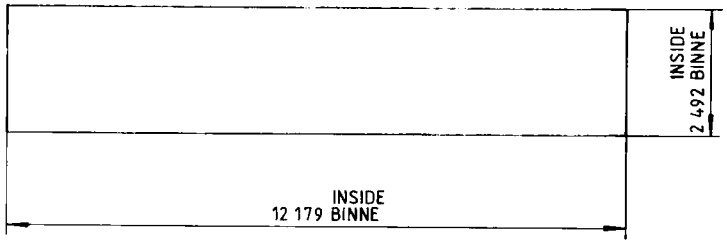
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 000 |
| Load kg / Vrag kg | 49 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | 46 000 |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 49 |

A-1




Remarks
Opmerkings :-

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

A-10

Brake System - Remstelsel
A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller
V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | | W 1/9172 | |
| Bogie Type<br>Draaisteltipe | | SARCAST | |
| Bearing Size<br>Laergrootte | | $11 \times 5\frac{1}{2}$ | |
| Springs per Bogie<br>Vere per Draaistel | Outer / Inner<br>Buite / Binne | 6/6 | |
| Brake System<br>Remstelsel | | V | |
| Brake Cylinders<br>Remsilinders | | (V) 2/18 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) 65 (50) | (L) |
| Brake Percentage<br>Rempersentasie | Empty / Loaded<br>Leeg / Met Vrag | (V) 62,3/20 | (L) |
| Drawgear Equipment<br>Trekwerkuitrusting | | AAR M901 E | |
| Coupler / Yoke<br>Koppelaar / Juk | | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | COAL<br>STEENKOOL |
| Converted for<br>Omskep vir | |

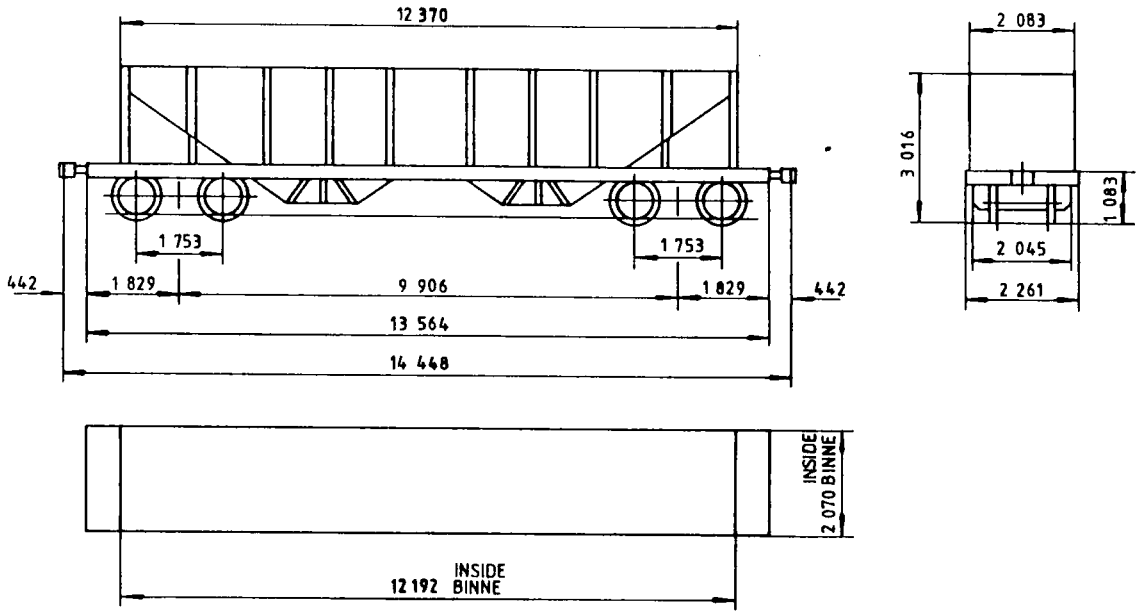
| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 66-017 009 / 66-018 374 | 1952-53 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 21 680 |
| Load kg<br>Vrag | 46 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | 46 000 |
| Floor Area $m^2$<br>Vloeroppervlakte | |
| Capacity $m^3$<br>Inhoudsvermoë | 49 |
| | |
| | |

A-2




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulièse kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulièse kussingrigting

A-11

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 105/12-A21 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 11×5½ | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 83,3 / 28,8 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 010 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 66-019 001 / 66-020 387 | 1957 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 24 280 |
| Load kg / Vrag kg | 49 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | 46 000 |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 46,7 |
| | |
| | |

A-3

Drawgear Equipment - Trekwerkuitrusting

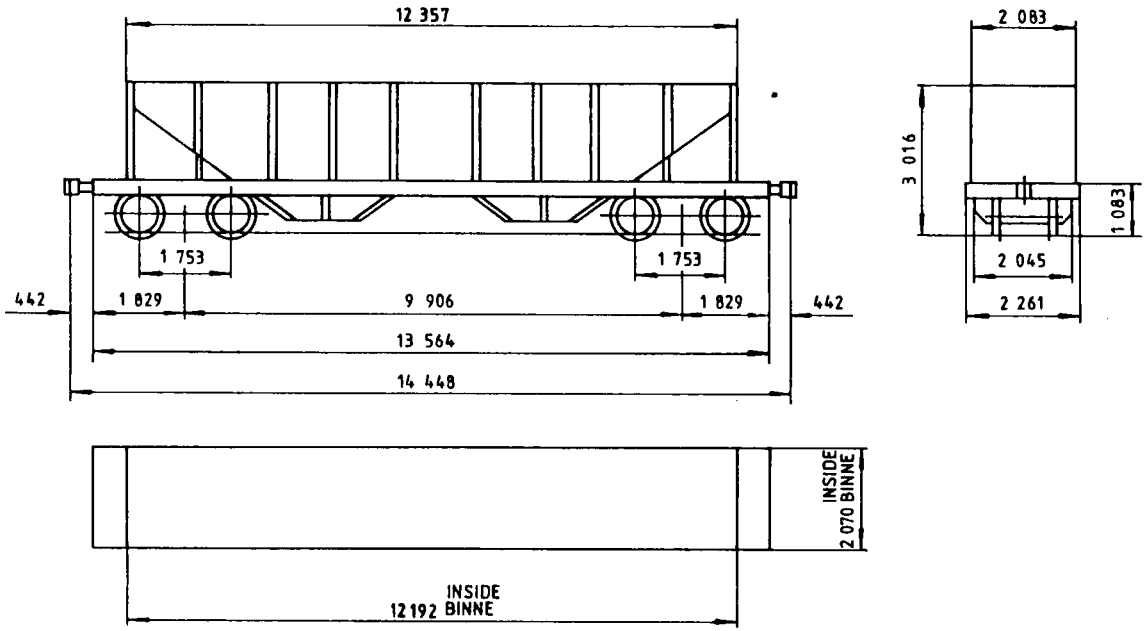
KK Coupler hydraulic cushioning device
Koppelaar hidroulièse kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulièse kussinginrigting

A-12

Brake System - Remsteisel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | WI / 20054 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 11 × 5 1/2 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8 / 0 | | |
| Brake System / Remsteisel | V | | |
| Brake Cylinders / Remsilinders | (V) 4 / 18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 91,9 / 32,2 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 035 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

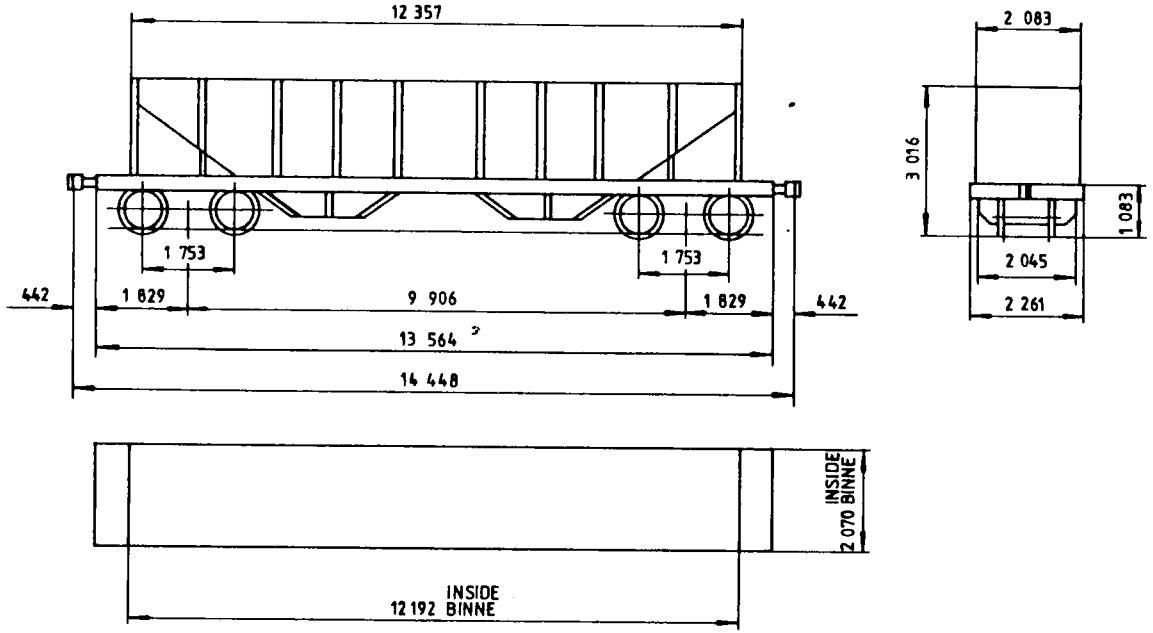
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 66-021 006 / 66-025 400 | 1967 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 24 770 |
| Load kg / Vrag kg | 49 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | 46 000 |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 46,7 |
| | |
| | |

A-4

6 19




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remversteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 66-021 006 / 66-025 400 | 1967 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| A-4 | 1984 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | | W.I / 20054 | |
| Bogie Type<br>Draaistelitipe | | SARCAST | |
| Bearing Size<br>Laergrootte | | 11 × 5 1/2 | |
| Springs per Bogie<br>Vere per Draaistel | Outer / Inner<br>Buite / Binne | 8/0 | |
| Brake System<br>Remstelsel | | V | |
| Brake Cylinders<br>Remsilinders | | (V) 4/18 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) 65 | (L) |
| Brake Percentage<br>Rempersentasie | Empty / Loaded<br>Leeg / Met Vrag | (V) 68,8 / 24,1 | (L) |
| Drawgear Equipment<br>Trekwerkuitrusting | | AAR M901 E | |
| Coupler / Yoke<br>Koppelaar / Juk | | SASKOP-S / SAR SAS | |

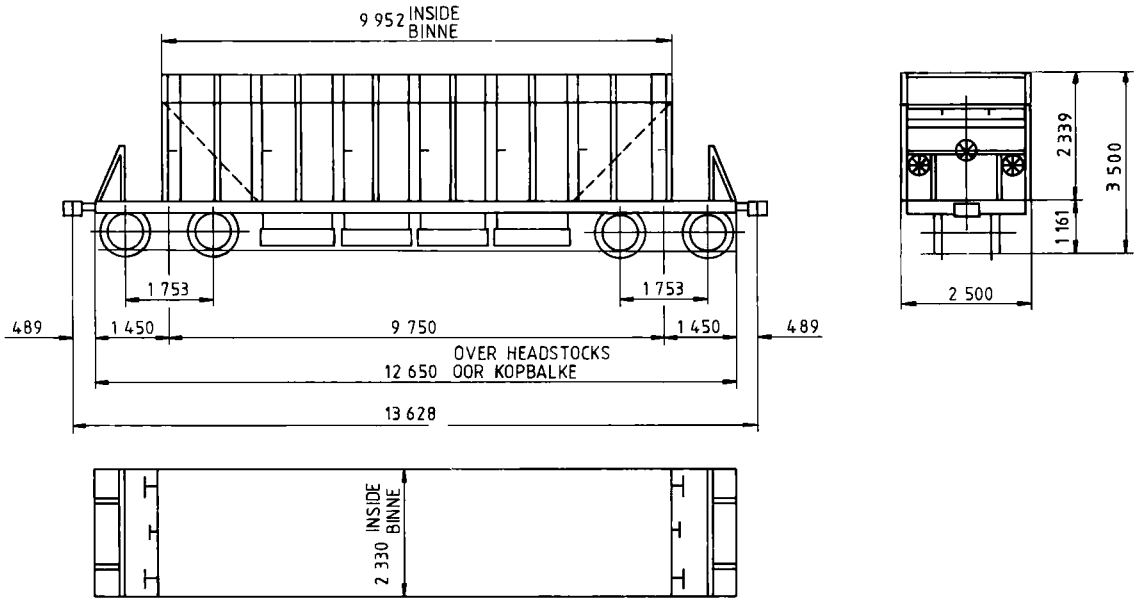
| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1 035 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | COAL<br>STEENKOOL |
| Converted for<br>Omskep vir | |

| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) kg | 24 770 |
| Load kg<br>Vrag kg | 49 000 |
| Load (Coal) kg<br>Vrag (Steenkool) kg | 46 000 |
| Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | |
| Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 46,7 |
| | |
| | |

AJ-4

18




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power-Automatic
Tweekrag-Outomaties
Slack Adjuster
R Remversteller

V Vacuum
Vakuum
Air
L Lug
Dual Power - Manually operated
D Tweekrag - Handbediening

Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 66-400 007 / 66-401 860 | 1983 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| AYJ – 13 | 1989 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | W001/F037 | | |
| Bogie Type<br>Draaisteltipe | HS MK VII | | |
| Bearing Size<br>Laergrootte | D | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System<br>Remstelsel | V/R | | |
| Brake Cylinders<br>Remsilinders | (V) 2 / 18 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 64,2 / 21,7 | (L) | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke<br>Koppelaar / Juk | E/E | | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1080 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg<br>Ontwerplimiet – Massa op Spoor | 80 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | BALLAST<br>BALLAS |
| Converted for<br>Omskep vir | LIME<br>KALK |

| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 24 410 |
| Load kg<br>Vrag | 49 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | |
| Capacity $m^3$<br>Inhoudsvermoë | 49,82 |
| | |
| | |

# AKJ-1

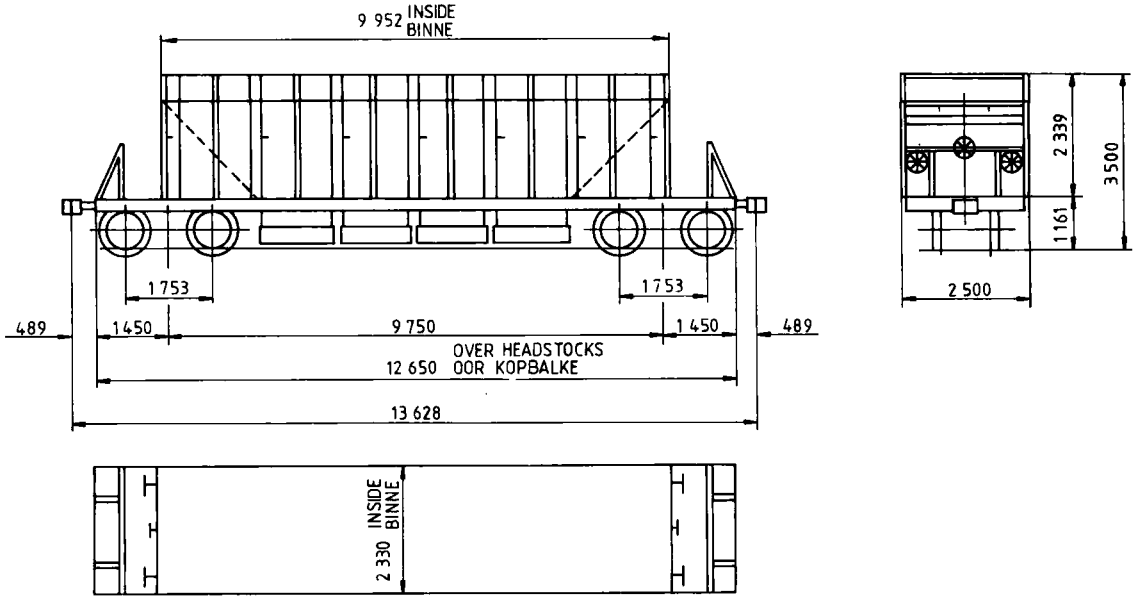
**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel** Dual Power-Automatic
A Tweekrag-Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
Air
L Lug
Dual Power - Manually operated
D Tweekrag - Handbediening




Remarks
Opmerkings

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 66-400 007 / 66-401 860 | 1983 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| AYLJ - 13 | 1989 |
| | |

| | | |
|---|---|---|
| Drawing Number<br>Tekeningnommer | W001/F037 | |
| Bogie Type<br>Draaisteltipe | HS MK VII | |
| Bearing Size<br>Laergrootte | D | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System<br>Remstelsel | L/V/R | |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | (L) 1/10×12 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 64,2/21,7 | (L) 58,7/19,8 |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke<br>Koppelaar / Juk | E/E | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1080 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | BALLAST<br>BALLAS |
| Converted for<br>Omskep vir | LIME<br>KALK |

| | | | | | | |
|---|---|---|---|---|---|---|
| Revision<br>Hersiening | | | | | | |
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) kg | 24 410 |
| Load kg<br>Vrag kg | 49 000 |
| Load (Coal) kg<br>Vrag (Steenkool) kg | |
| Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | |
| Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 49, 82 |

# AKLJ - 1

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

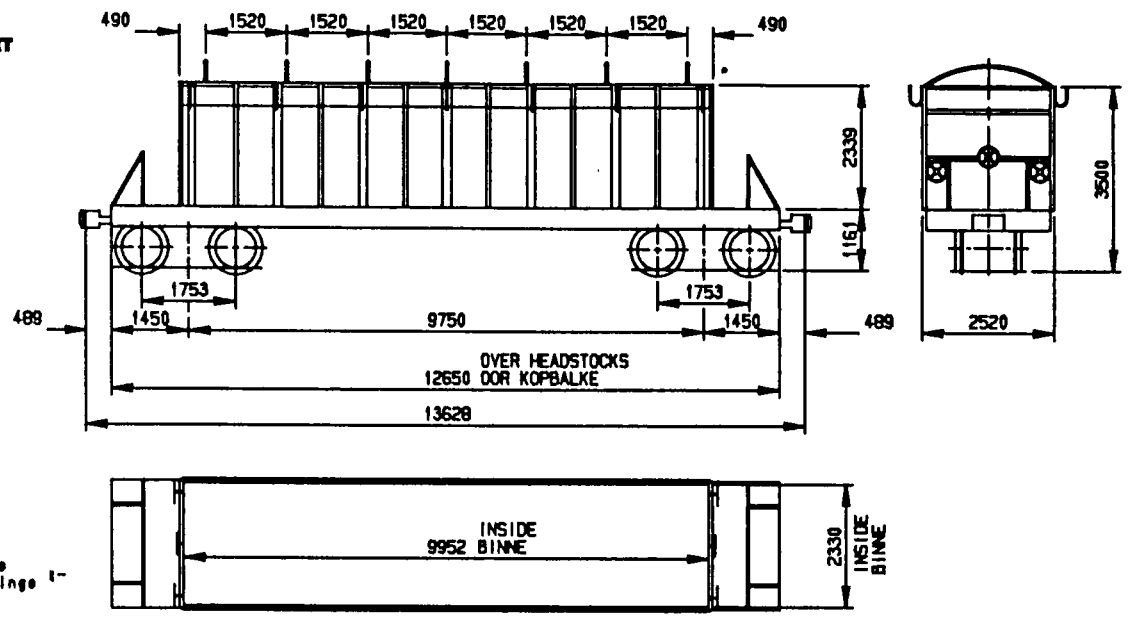
Dual Power - Automatic
A Treekrag - Outomaties

R Slack Adjuster
Remverstellers

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Treekrag - Handbediening




Remarks
Opmerkings 1-

#1 METHOD OF MODIFICATION SEE DRG.NO. RS A182_001_C99
VIR METODE VAN VERANDERING KYK TEK. NO. RS A182_001_C99

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | #1 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | |
| Bogie Type / Draaistelltipe | HS Mk VII | | | | |
| Bearing Size / Lagergrootte | D | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | |
| Brake System / Remstelsel | L/V/R | | | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10x12 | Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 80000 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 64.2/21.7<br>(L) 58.7/19.8 | | Converted for / Omskep vir | LIME / KALK | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Herziening | | |
| Coupler / Yoke / Koppelaar / Juk | E/E | | Date / Datum | | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 66-400 007 - 66-401 860 | 1983 |

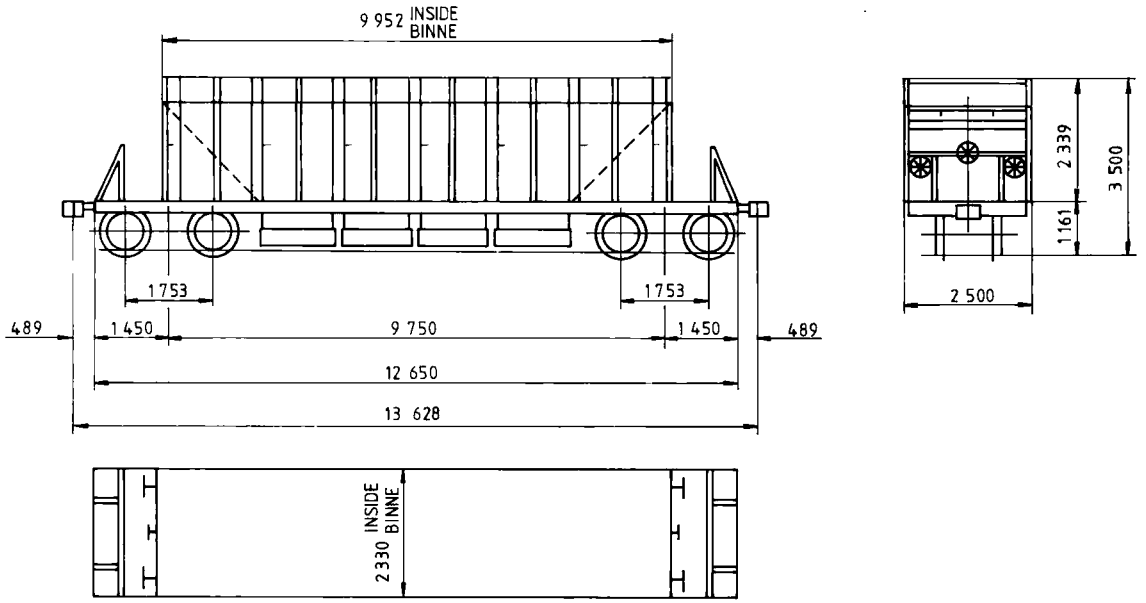
| Converted from / Omskep van | Date / Datum |
|---|---|
| AKLJ-1 | 1994 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 24410 |
| Load / Vrag | | 49000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | |
| Capacity / Inhoudevermoë | $m^3$ | 49.82 |

AKLJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-

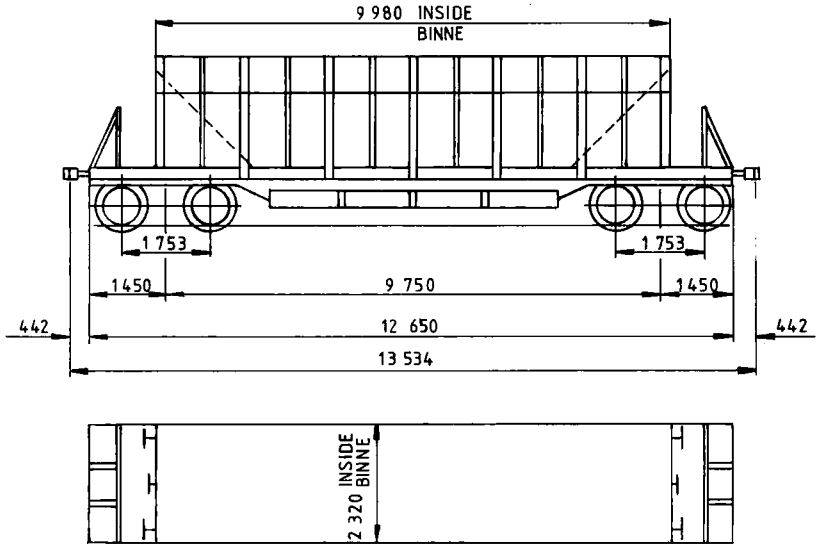
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 66-200 008 / 66-200 865 | 1983 |

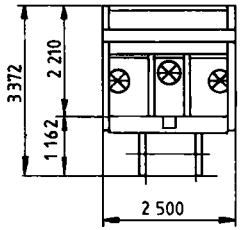
| Converted from / Omskep van | Date / Datum |
|---|---|
| AYJ-13 | 1989 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/F037 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1080 | Tare (Average) kg / Tarra (Gemiddeld) kg | 24 410 |
| Bogie Type / Draaisteltipe | HS MK VII | | | | Load kg / Vrag kg | 49 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) kg / Vrag (Steenkool) | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Brake System / Remstelsel | V/R | | | | Capacity $m^3$ / Inhoudsvermoë $m^3$ | 49,82 |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L)- | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor kg | 80 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L)- | Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 64,2/21,7 | (L)- | Converted for / Omskep vir | COAL / STEENKOOL | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | E/E | | Date / Datum | | | |

# ASJ-1

21




**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

Remarks
Opmerkings

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 66-201 004 / 66-203 171 | 1978-1979 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| AYJ - 12 | 1989 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | W001/D052 | | | |
| Bogie Type / Draaisteltipe | | SPOORBARBER "HYBRID" | | | |
| Bearing Size / Laergrootte | | D | | | |
| Springs per Bogie / Vere per Draaistel | Outer / Inner / Buite / Binne | 10 / 10 | | | |
| Brake System / Remstelsel | | V | | | |
| Brake Cylinders / Remsilinders | | (V) 2 / 18 | (L) | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) 65 | (L) | | |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) 85/27,4 | (L) | | |
| Drawgear Equipment / Trekwerkuitrusting | | AAR M901E | | | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S / SAR / SAS | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1042 | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | BALLAST<br>BALLAS | | | | | | |
| Converted for / Omskep vir | | | | | | | |
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

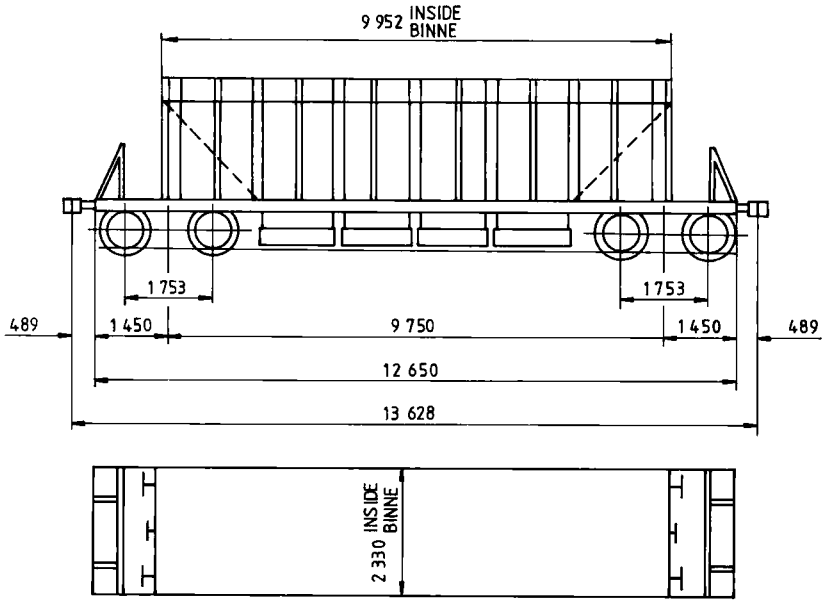
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 24 570 |
| Load kg / Vrag | 49 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 46,86 |
| | |
| | |

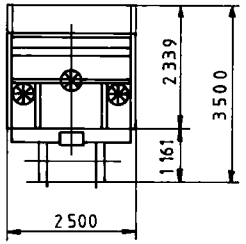
# ASJ-2

22

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 66-200 008 / 66-200 865 | 1983 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| AYLJ – 13 | 1989 |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/F037 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 64,2/21,7 | (L) 58,7/19,8 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | E/E | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1080 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS |
| Converted for / Omskep vir | COAL / STEENKOOL |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 24 410 |
| Load kg / Vrag | 49 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 49,82 |
| | |
| | |

# ASLJ-1

Drawgear Equipment - Trekwerkuitrusting

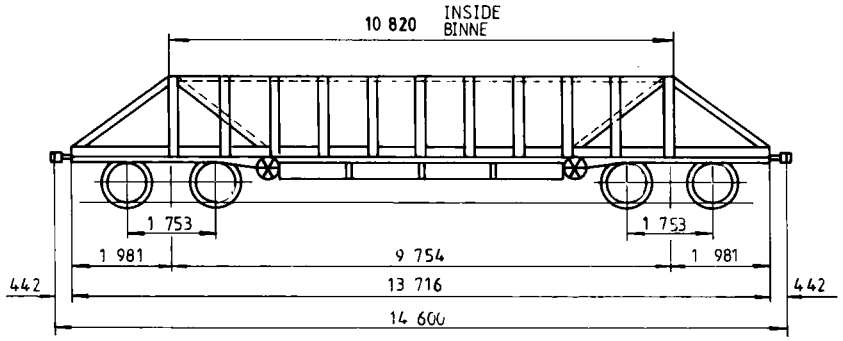
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

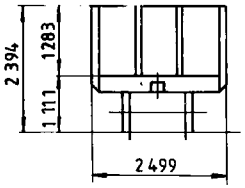
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

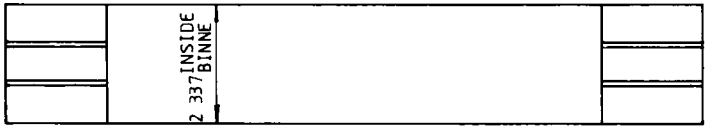
Brake System - Remstelsel

Dual Power - Automatic
A Tweekrag - Outomaties
Slack Adjuster
R Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening



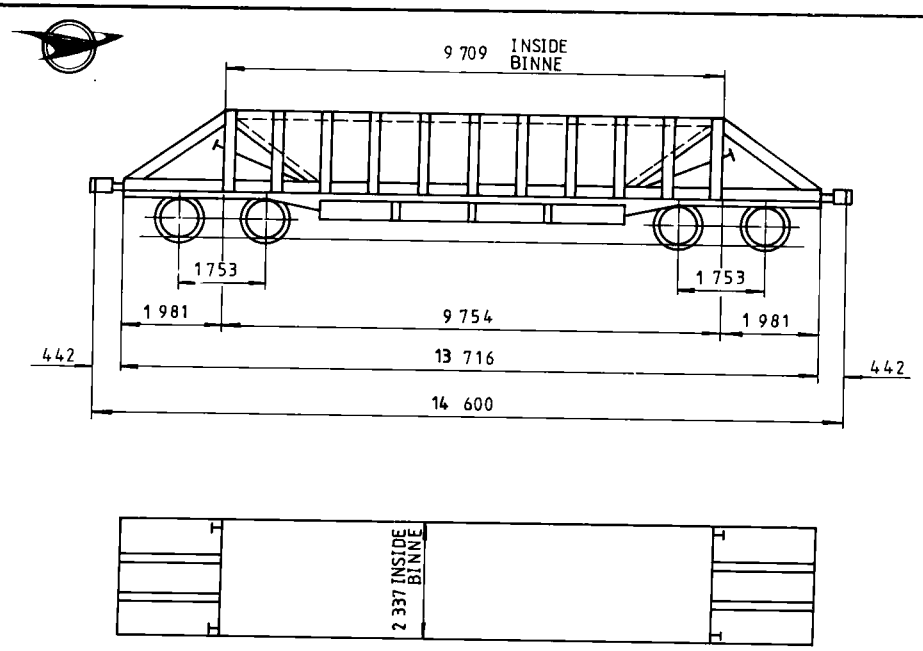

Remarks
Opmerkings :-

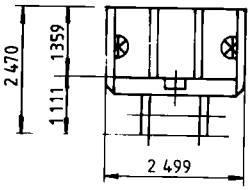
| Vehicle Numbers Voertuignommers | Placed in Service In Gebruik Geneem |
|---|---|
| 69-012 008 / 69-016 380 | 1948 |

| Converted from Omskep van | Date Datum |
|---|---|
| | |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number Tekeningnommer | W1/10540 CE Nº A 1/15578 | | Centre of Gravity (Empty) Swaartepunt (Leeg) | | Tare (Average) kg Tarra (Gemiddeld) kg | 22 550 |
| Bogie Type Draaisteltipe | CANCAR | | | | Load kg Vrag kg | 46 000 |
| Bearing Size Laergrootte | 11 × 5½ | | | | Load (Coal) kg Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner Vere per Draaistel Buite / Binne | 6/6 | | | | Floor Area $m^2$ Vloeroppervlakte $m^2$ | |
| Brake System Remstelsel | V | | | | Capacity $m^3$ Inhoudsvermoë $m^3$ | 28,9 |
| Brake Cylinders Remsilinders | (V) 2/18 | (L) | Design Limit - Mass on Rail kg Ontwerplimiet - Massa op Spoor kg | 74 000 | | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (50) | (L) | Originally designed for Oorspronklik ontwerp vir | BALLAST BALLAS | | |
| Brake Percentage Empty / Loaded Rempersentasie Leeg / Met Vrag | (V) 69,2/22,8 | (L) | Converted for Omskep vir | | | |
| Drawgear Equipment Trekwerkuitrusting | AAR M901 E | | Revision Hersiening | | | |
| Coupler / Yoke Koppelaar / Juk | SASKOP - S / SAR SAS | | Date Datum | | | |

AY-5




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remversteller

Remarks
Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 133/12 - A21 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 11 × 5½ | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 6 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,7 / 24,9 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74000 |
| Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS |
| Converted for / Omskep vir | |

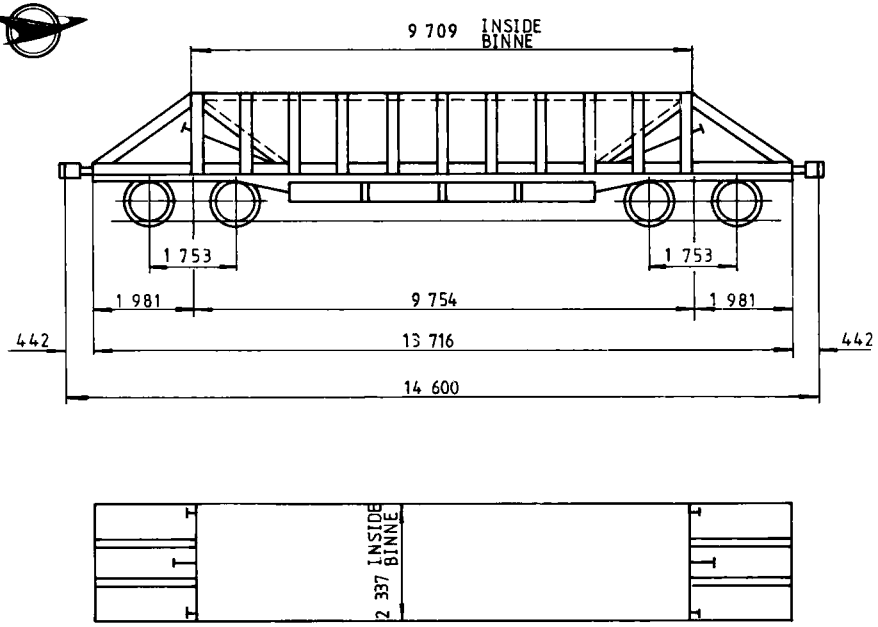
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

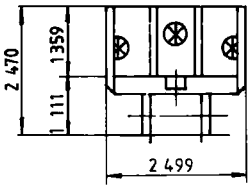
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 69-017 018 / 69-021 392 | 1957 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 990 |
| Load kg / Vrag kg | 46 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 28,3 |

# AY-6




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingrigting

Brake System - Remstelsel

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 69-022 003 / 69-022 127 | 1960 |
| 69-022 135 / 69-023 220 | 1963 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 103/12 - C55 |
| Bogie Type / Draaisteltipe | SARCAST |
| Bearing Size / Laergrootte | 11 × 5½ |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 6 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 67,5/24 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

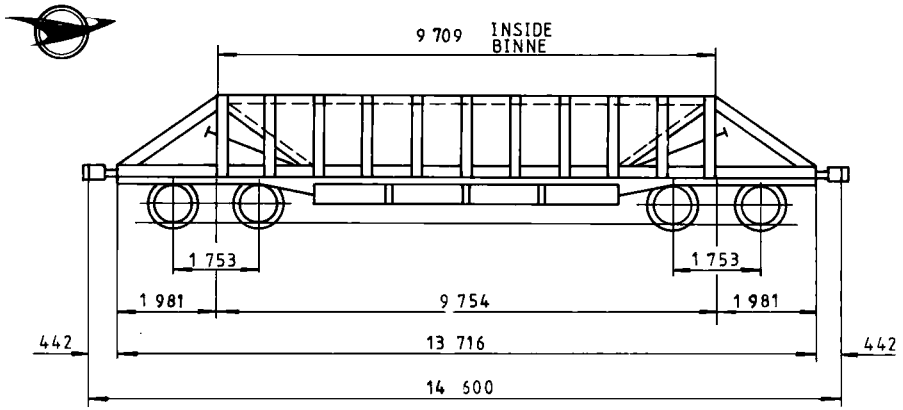
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS |
| Converted for / Omskep vir | |

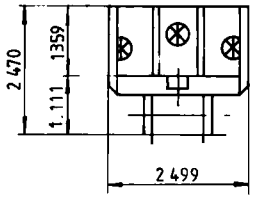
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

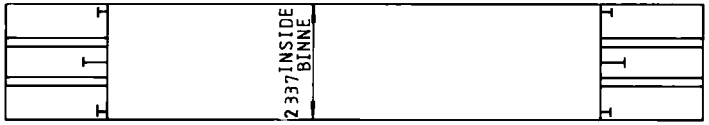
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 25 370 |
| Load kg / Vrag kg | 46 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 28,3 |

AY-7

26




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remversteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :-

| | | |
|---|---|---|
| Drawing Number<br>Tekeningnommer | W 1 / 20035 | |
| Bogie Type<br>Draaisteltipe | SARCAST | |
| Bearing Size<br>Laergrootte | 11 × 5½ | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 6 / 6 | |
| Brake System<br>Remstelsel | V | |
| Brake Cylinders<br>Remsilinders | (V) 2 / 21 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 80,2 / 28,9 | (L) |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 849 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | BALLAST<br>BALLAS |
| Converted for<br>Omskep vir | |

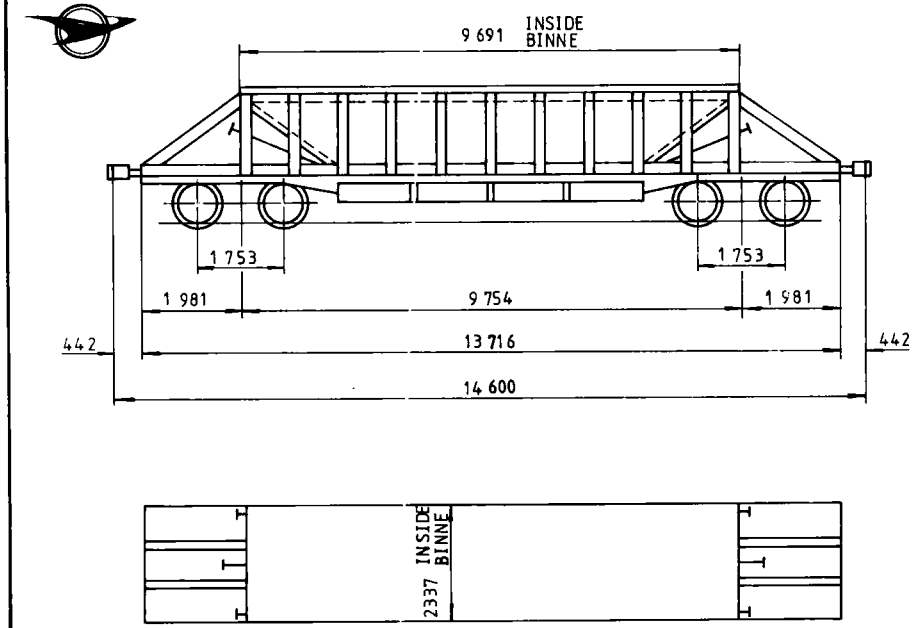
| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

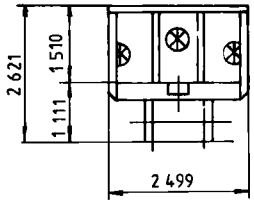
| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 69-024 006 / 69-025 096 | 1965 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 25 870 |
| Load kg<br>Vrag | 46 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | |
| Capacity $m^3$<br>Inhoudsvermoë | 28,3 |

AY-8




Drawgear Equipment - Trekwerkuitrusting
Coupler hydraulic cushioning device
KK Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remsteisel
Dual Power - Automatic
A Tweekrag - Outomaties
R Slack Adjuster
Remversteller
V Vacuum
Vakuum
Air
L Lug
Dual Power - Manually operated
D Tweekrag - Handbediening

Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 69 - 026 009 / 69 - 030 413 | 1972 - 1973 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number<br>Tekeningnommer | W 250 / F 008 |
| Bogie Type<br>Draaisteltipe | SPOORBARBER |
| Bearing Size<br>Laergrootte | D |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10 / 8 |
| Brake System<br>Remsteisel | V |
| Brake Cylinders<br>Remsilinders | (V) 2 / 21 (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 90 / 31,5 (L) |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR SAS |

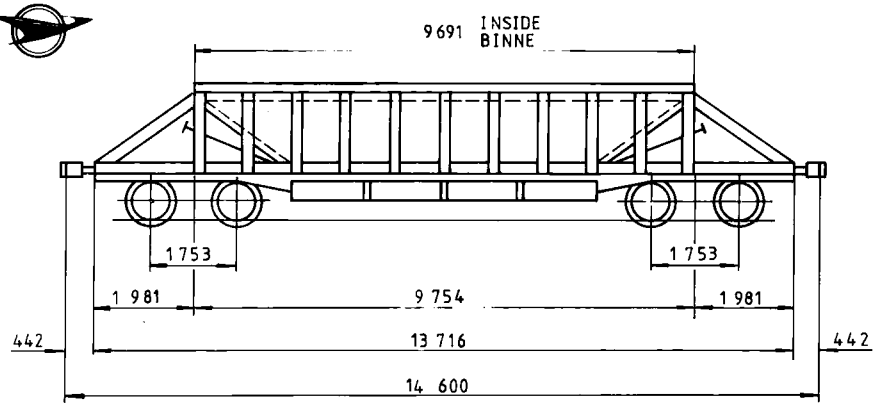
| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 898 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | BALLAST<br>BALLAS |
| Converted for<br>Omskep vir | |

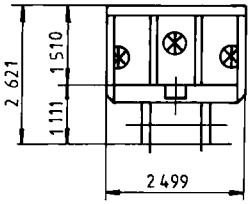
| | | | | | | |
|---|---|---|---|---|---|---|
| Revision<br>Hersiening | | | | | | |
| Date<br>Datum | | | | | | |

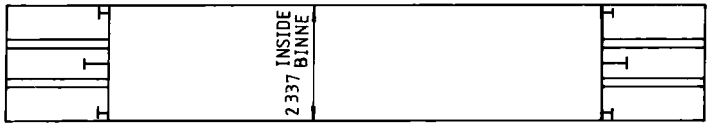
| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 25 900 |
| Load kg<br>Vrag | 48 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | |
| Capacity $m^3$<br>Inhoudsvermoë | 31,6 |
| | |
| | |

AY-9

28




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ● 69-030 421 / 69-030 979 | 1977 - 1978 |
| ○ 69-030 987 / 69-032 610 | 1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

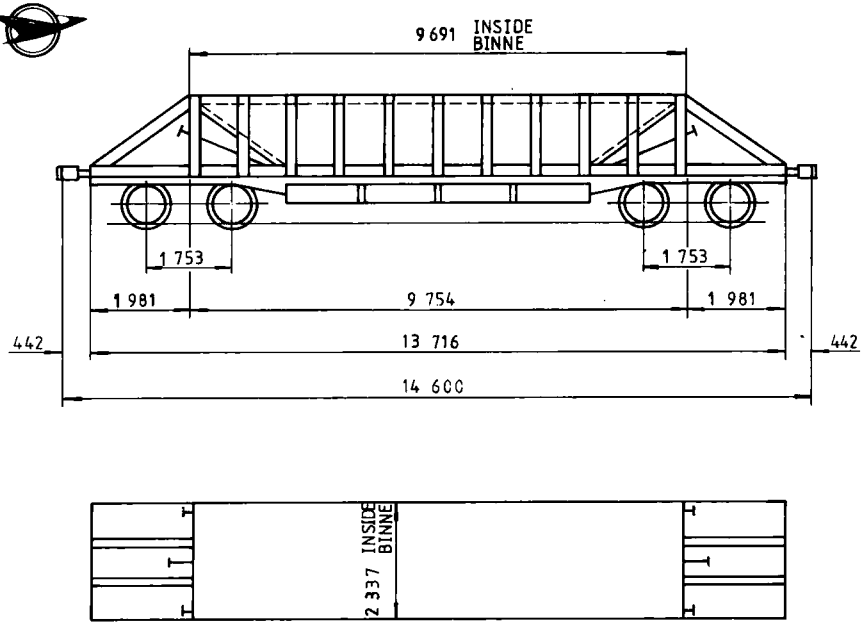
| | |
|---|---|
| Drawing Number / Tekeningnommer | W 001 / F021 |
| Bogie Type / Draaisteltipe | SPOORBARBER ● HS MK III ○ |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | ● 10 / 8 ○ 10 / 10 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2 / 21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 90 / 31,5 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

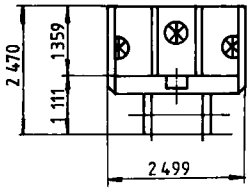
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 898 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 25 900 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 31,6 |
| | |
| | |

# AY-10




| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 96-040 009 / 96-040 696 | 1975 |
| 69-032 629 / 69-034 508 | 1975 |

Remarks / Opmerkings: ASSET OF NORTH-WEST CAPE REGION / BATE VAN NOORDWES-KAAPSTREEK

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 250 / F 008 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 91,5 / 32,6 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 860 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS |
| Converted for / Omskep vir | |

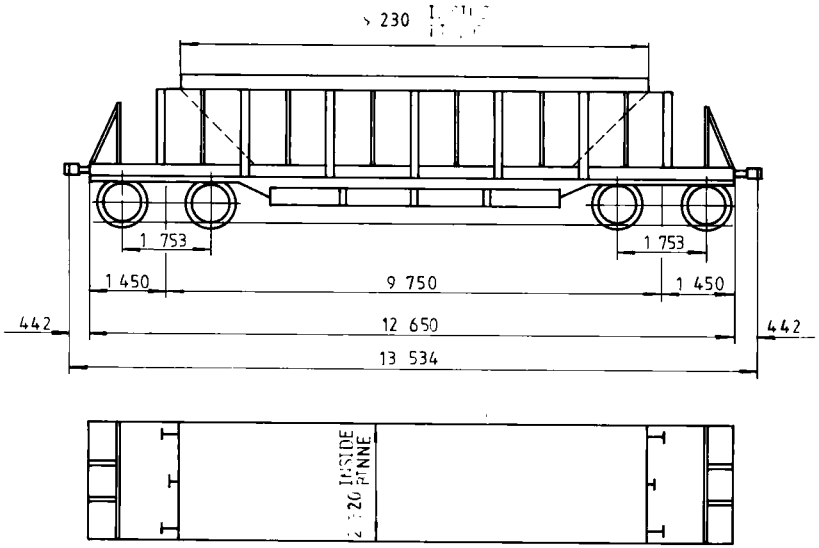
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

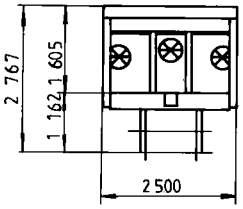
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 25 470 |
| Load kg / Vrag | 46 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 28,4 |

# AY-11

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 69-034 516 / 69- 039 992 | 1979 - 1980 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W001 / D052 |
| Bogie Type / Draaisteltipe | SPOORBARBER "HYBRID" |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 85/27,4 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 938 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS |
| Converted for / Omskep vir | |

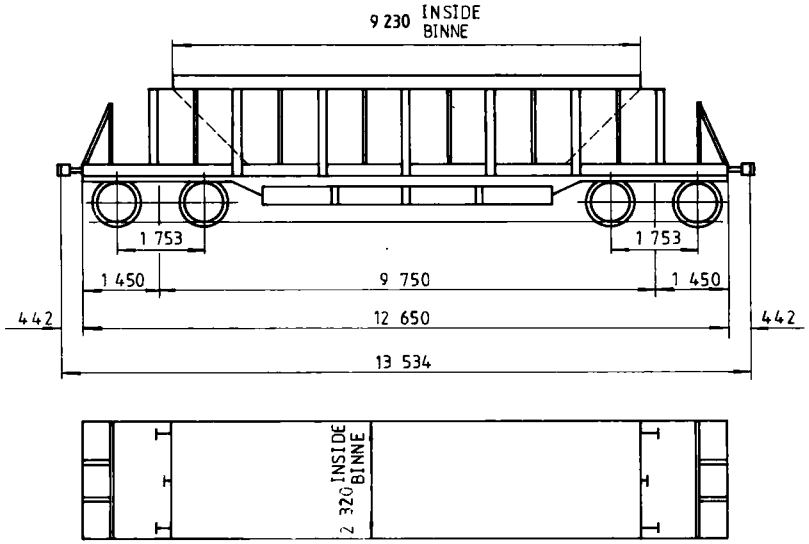
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

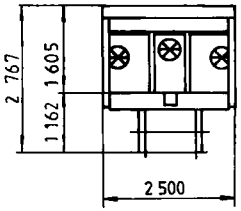
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 700 |
| Load kg / Vrag | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 32,93 |
| | |
| | |

# AY-12

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




**Remarks / Opmerkings** :- RECODED FROM AY-12 FOR BLOCK LOADS ON R/BAY LINE
HERKODEER VAN AY-12 VIR BLOKVRAGTE OP R/BAAILYN

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 69-040 001 / 69-041 083 | 1980 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / DO 52 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 938 | Tare (Average) kg / Tarra (Gemiddeld) kg | 23 700 |
| Bogie Type / Draaisteltipe | SPOORBARBER "HYBRID" | | | | Load / Vrag kg | 50 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) kg / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | | | Floor Area / Vloeroppervlakte $m^2$ | |
| Brake System / Remstelsel | V | | | | Capacity / Inhoudsvermoë $m^3$ | 32,93 |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | BALLAST / BALLAS | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 85 / 27,4 | (L) | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | Date / Datum | | | |

# AYJ - 12

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

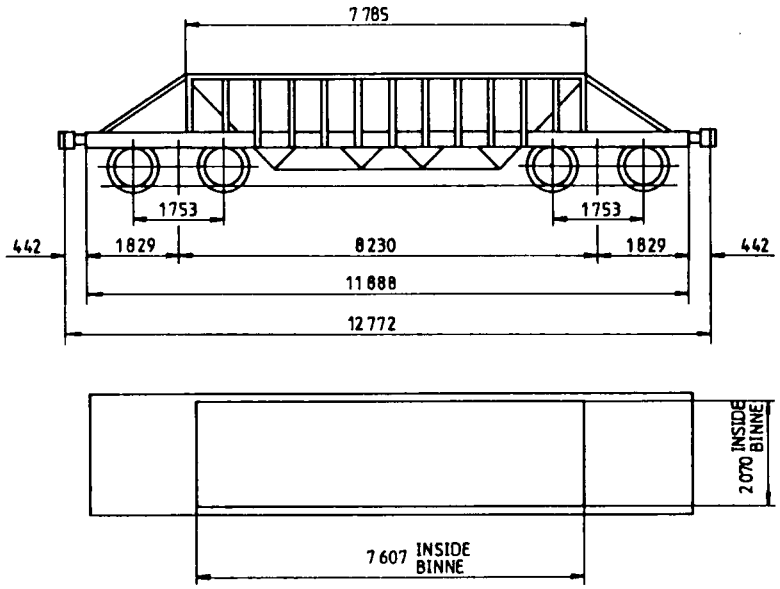
V Vacuum / Vakuum

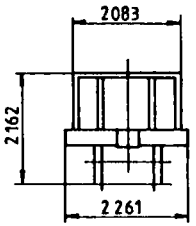
L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 67-016 006 / 67-024 769 | 1958 - 59 |
| 67-024 777 / 67-031 374 | 1962 |
| 67-031 382 | 1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 118/12-A21 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 11 × 5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System / Remstelsel | V/D | | |
| Brake Cylinders / Remsilinders | (V) 4/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 79,02/35,55 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 747 |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 040 |
| Load kg / Vrag kg | 51000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 19,8 |

# AZD-4

Drawgear Equipment - Trekwerkuitrusting

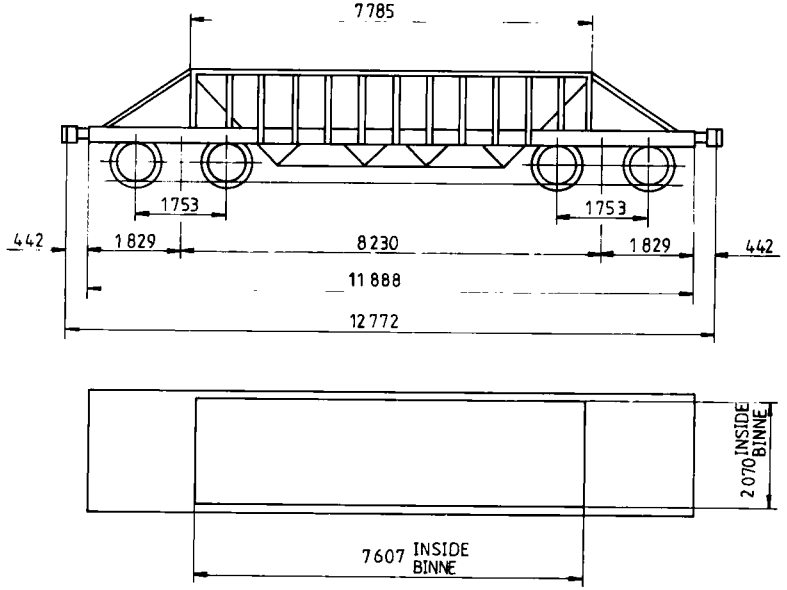
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

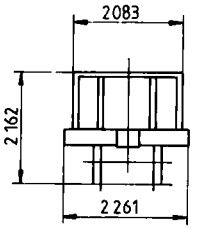
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
Slack Adjuster
R Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers Voertuignommers | Placed in Service In Gebruik Geneem |
|---|---|
| 67-032 001/67-036 392 | 1964-65 |

| Converted from Omskep van | Date Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number Tekeningnommer | CME 138/12-A21 | | |
| Bogie Type Draaisteltipe | SARCAST | | |
| Bearing Size Laergrootte | 11 × 5½ | | |
| Springs per Bogie Outer / Inner Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System Remstelsel | V/D | | |
| Brake Cylinders Remsilinders | (V) 4/18 | (L) | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded Rempersentasie Leeg / Met Vrag | (V) 77,24/35,3 | (L) | |
| Drawgear Equipment Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke Koppelaar / Juk | SASKOP-S/SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) Swaartepunt (Leeg) | 747 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for Oorspronklik ontwerp vir | IRON ORE YSTERERTS |
| Converted for Omskep vir | |

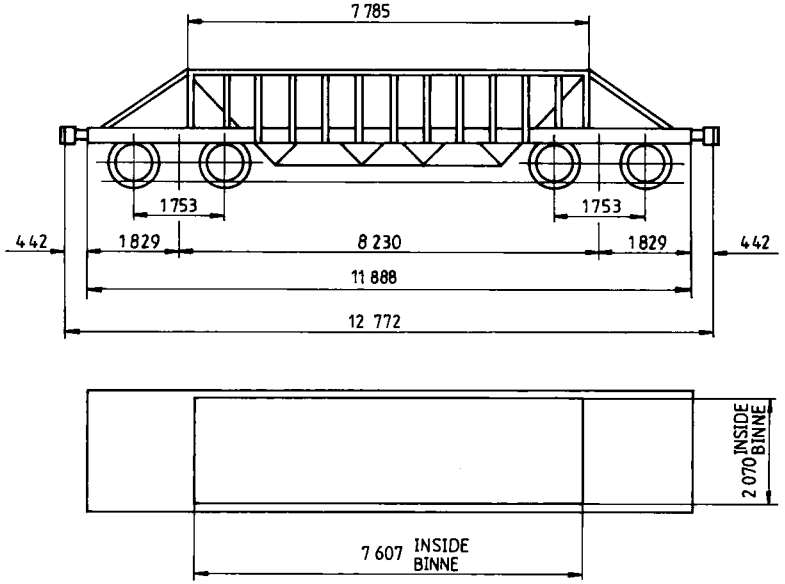
| Revision Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date Datum | | | | | | |

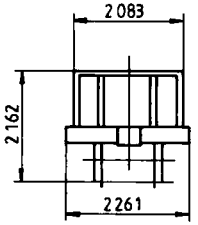
| | |
|---|---|
| Tare (Average) kg Tarra (Gemiddeld) | 22140 |
| Load kg Vrag | 51000 |
| Load (Coal) kg Vrag (Steenkool) | |
| Floor Area $m^2$ Vloeroppervlakte | |
| Capacity $m^3$ Inhoudsvermoë | 19,8 |
| | |
| | |

AZD-5

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 67 - 037 003 / 67 - 041 388 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W1/20045 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/D | | |
| Brake Cylinders / Remsilinders | (V) 4/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 79,54/35,62 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 747 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE YSTERERTS |
| Converted for / Omskep vir | |

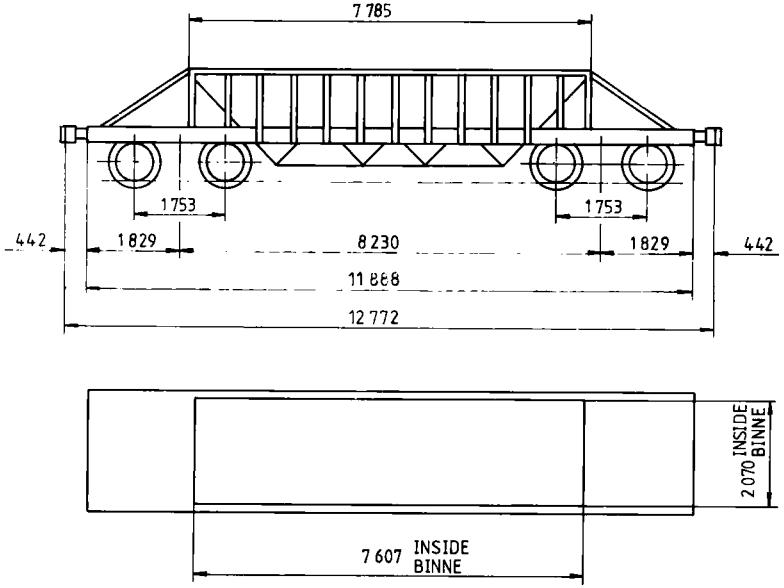
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

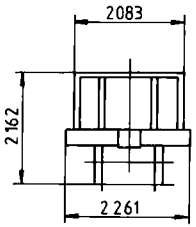
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 500 |
| Load kg / Vrag kg | 51000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 19,8 |
| | |
| | |

# AZD-6

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 67 - 016 006 / 67 - 024 769 | 1958 - 59 |
| 67 - 024 777 / 67 - 031 374 | 1962 |
| 67 - 031 382 | 1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| AZD-4 | 1980 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 118/12-A21 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 11 × 5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,27/23,73 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 747 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | |

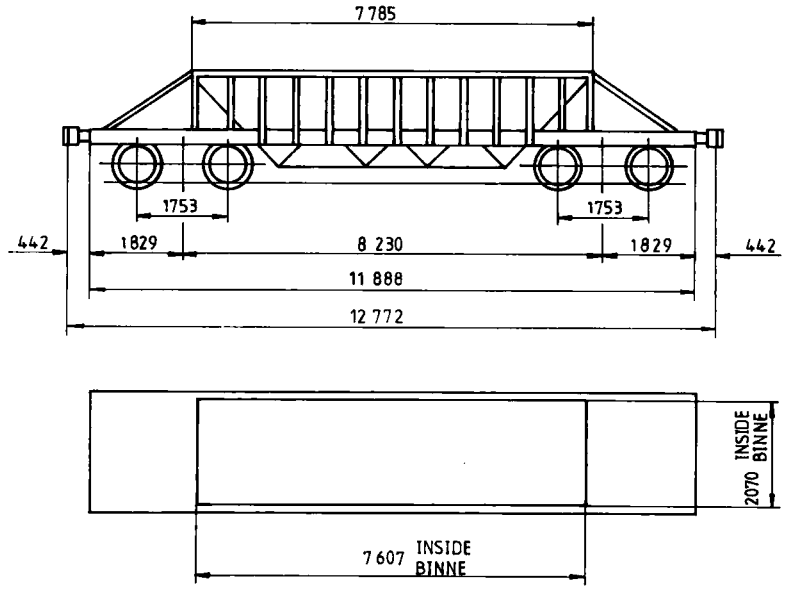
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

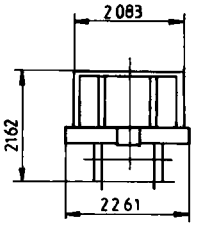
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21040 |
| Load kg / Vrag kg | 51000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 19,8 |
| | |
| | |

AZJ-4

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 67-032 001/67-036 392 | 1964 - 65 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| AZD-5 | 1960 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 138/12-A21 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 11 x 5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 79,4/23,57 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S | / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 747 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE YSTERERTS |
| Converted for / Omskep vir | |

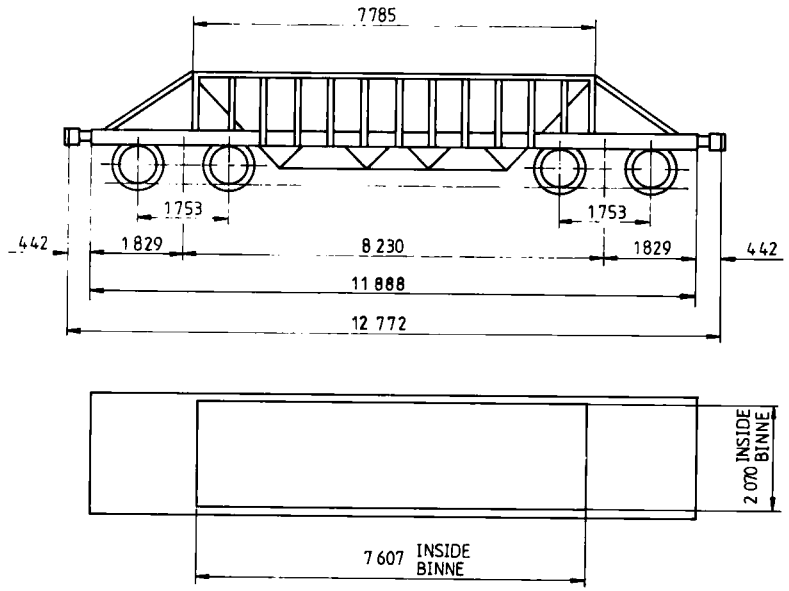
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

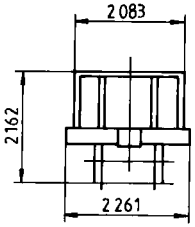
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 540 |
| Load kg / Vrag | 51 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 19,8 |
| | |
| | |

# AZJ-5

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 67-037003/67-041388 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| AZD-6 | 1980 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W1/20045 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V)81,82/23,78 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 747 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE YSTERERTS |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20900 |
| Load kg / Vrag kg | 51000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 19,8 |
| | |
| | |

# AZJ-6

**Drawgear Equipment - Trekwerkuitrusting**

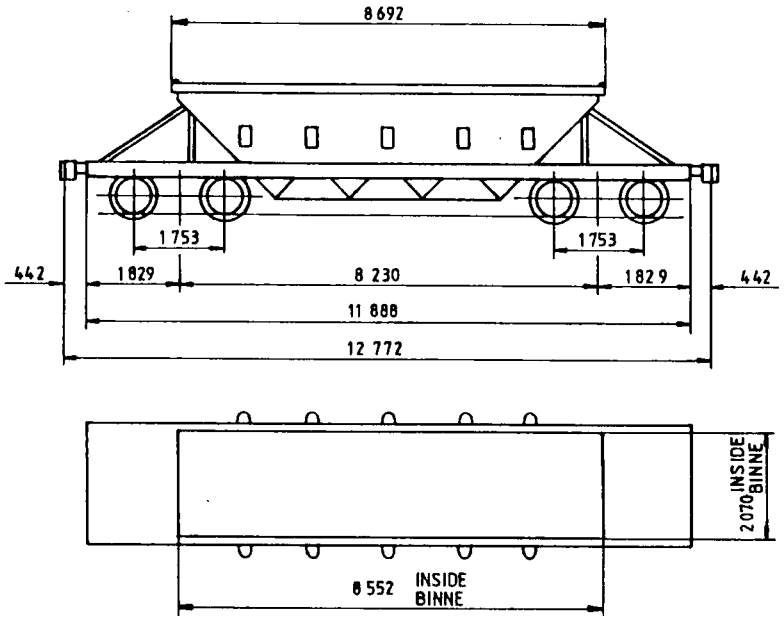
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

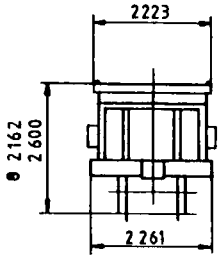
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




8 67-020 291
67-026 443
67-026 524
67-026 532
67-027 431
67-027 628
67-028 675
67-029 337
67-029 752

Remarks
Opmerkings

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 67-016 006 / 67-024 769<br>67-024 777 / 67-031 374<br>67-031 382 | 1958 - 59<br>1962<br>1959 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| AZD - 4 | 1987-1989 |
| | |

| | | | | |
|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 118/12-A21 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | | | |
| Bearing Size<br>Laergrootte | D | | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | |
| Brake System<br>Remstelsel | L/V/R | | | |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | (L) 2/7 x 12 | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 74 000 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for<br>Oorspronklik ontwerp vir | IRON ORE<br>YSTERERTS |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 76 / 22,6 | (L) 68,2/20,3 | Converted for<br>Omskep vir | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901E | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP - S / SAR SAS | | | |

| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| Tare (Average)<br>Tarra (Gemiddeld) kg | 21 050 |
|---|---|
| Load<br>Vrag kg | 8 51 000<br>53 000 |
| Load (Coal)<br>Vrag (Steenkool) kg | |
| Floor Area<br>Vloeroppervlakte $m^2$ | |
| Capacity<br>Inhoudsvermoë $m^3$ | 28,84 |
| | |
| | |

# AZLJ-4

**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulièse kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulièse kussinginrigting

**Brake System - Remstelsel**

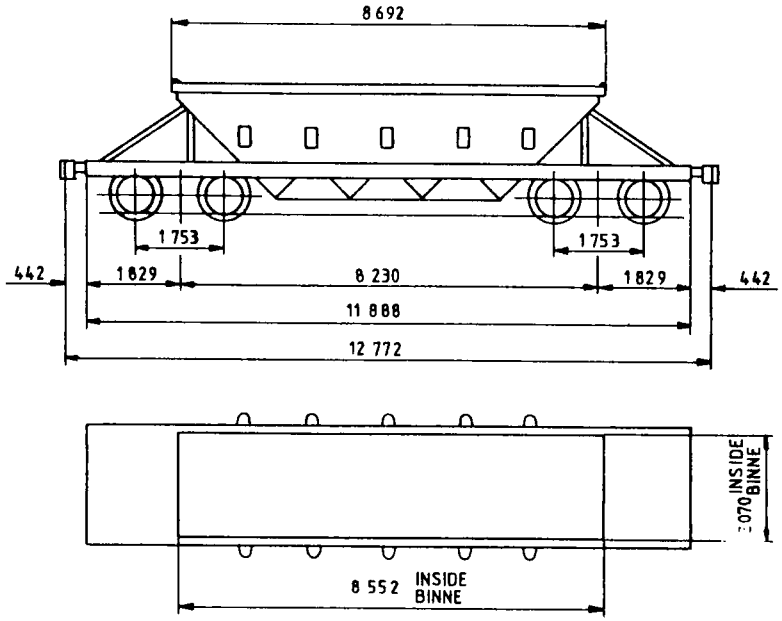
A Dual Power-Automatic / Tweekrag-Outomaties

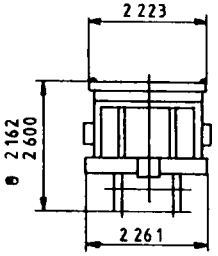
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




8 67-032 338
67-033 504
67-033 512
67-033 644
67-033 725
67-034 861
67-034 969
67-035 353
67-035 736
67-035 884
67-035 930

Remarks
Opmerkings

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 138/12-A21 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 2/7 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,3/22,5 | (L) 66,6/ 20, 2 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE YSTERERTS |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

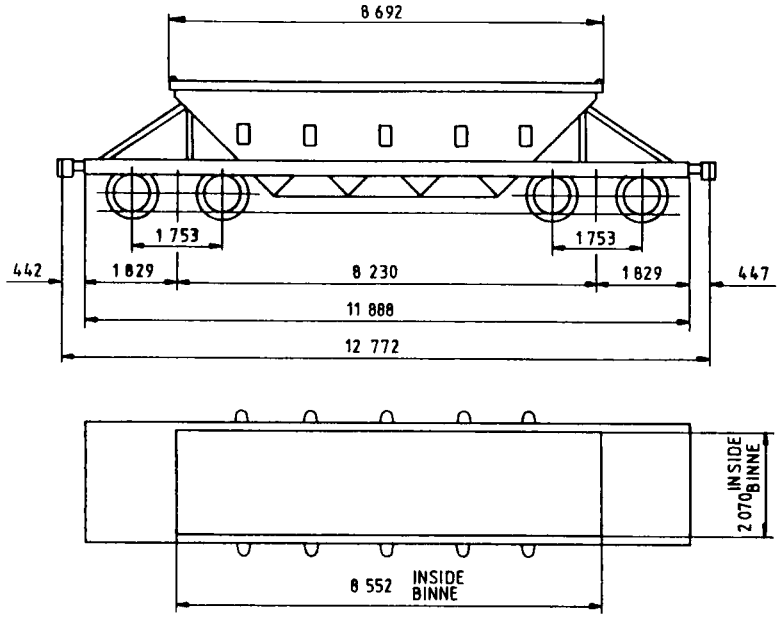
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 67 032 001 / 67 036 392 | 1964/65 |

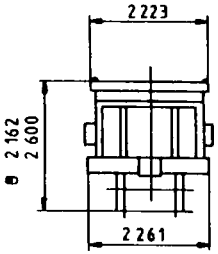
| Converted from / Omskep van | Date / Datum |
|---|---|
| AZD-5 | 1987-1989 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 21 050 |
| Load / Vrag | kg | 8 51000 53 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | |
| Capacity / Inhoudsvermoë | $m^3$ | 28,84 |

# AZLJ-5

41




67-037 054
67-037 178
67-037 917
8 67-038 522
67-039 545
67-039 650
67-040 276

**Drawgear Equipment - Trekwerktoerusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

**Remarks / Opmerkings**

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W1/20045 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 2/7 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 76,6/22,7 | (L) 68,6/20,4 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE YSTERERTS |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 67-037 003 / 67-041 388 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| AZD-6 | 1988 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 050 |
| Load kg / Vrag kg | 8 51000<br>53 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 28,84 |
| | |
| | |

# AZLJ-6

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

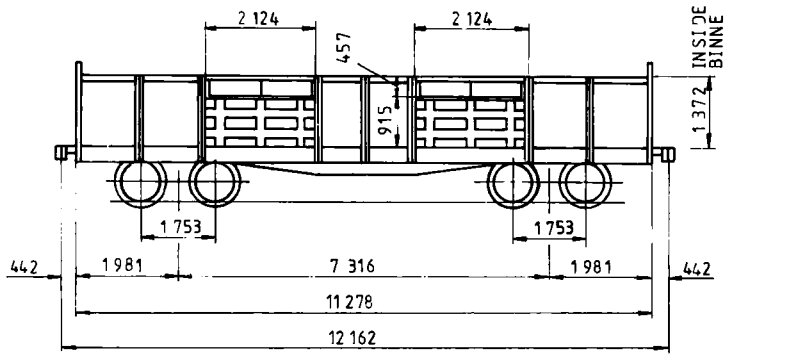
V Vacuum / Vakuum

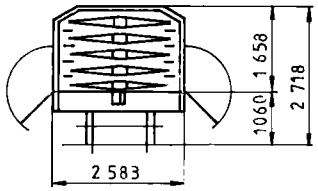
L Air / Lug

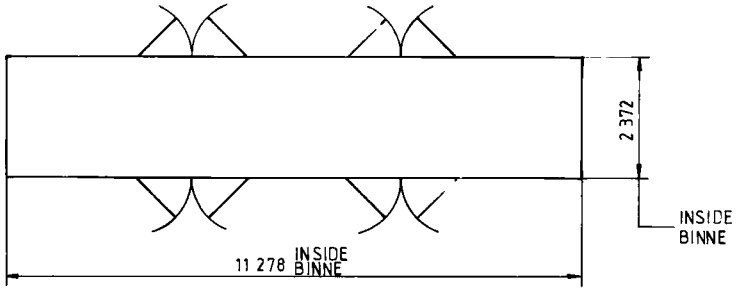
D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 52-010 007 / 52-013 472 | 1946 |
| 52-013 480 / 52-018 040 | 1945 |
| 52-018 059 / 52-026 264 | 1943-44 |
| 52-026 272 / 52-033 686 | 1944 |
| 52-033 694 / 52-044 645 | 1946 |
| 52-044 653 / 52-066 517 | 1949 |
| 52-066 525 / 52-088 448 | 1949 |
| 52 088 588 / 52 088 650 | 1949 |
| 52 088 553 , 52-088 561 | 1946-49 |
| 52-304 000 / 52-314 995 | 1943-49 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | C.E.No.A 1/15542<br>C.E.No.A 1/15826 |
| Bogie Type / Draaisteltipe | CANCAR |
| Bearing Size / Laergrootte | 10 × 5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 (50) (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,2 / 22,4 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 768 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 16 780 |
| Load kg / Vrag | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë | 36,7 |
| | |
| | |

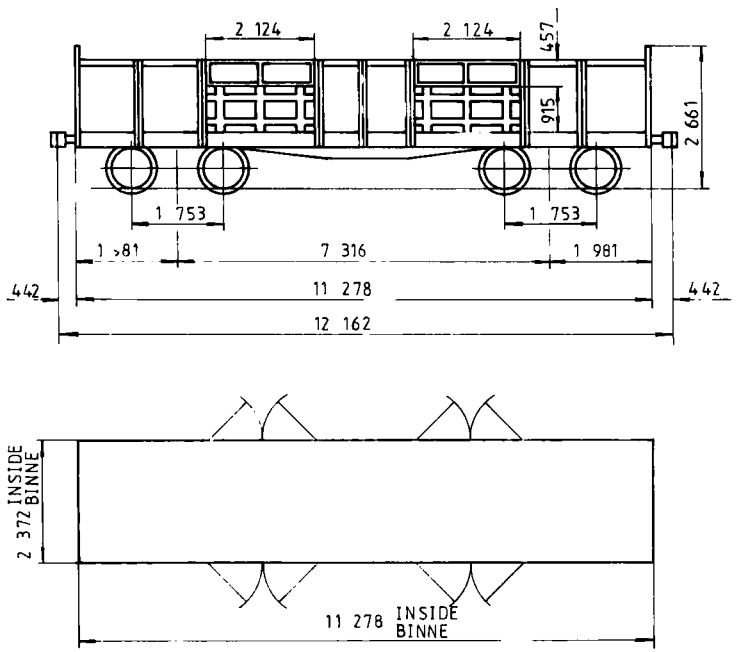
B-1

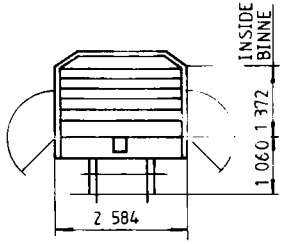
43

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

B-22

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :- * DIAMOND FRAME / RUITRAAM *1
CANCAR *2
SARCAST *3
*4 CORTEN BODIES / BAKKE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| *1 52-090 000 / 52-092 712 | 1949-1950 |
| 52-092 720 / 52-131 335 | 1947-1948 |
| 52-131 343 / 52-147 657 | 1951-1952 |
| 52-147 665 / 52-169 464 | 1952-1953 |
| *2 52-169 472 / 52-180 417 | 1954-1955 |
| 52-180 425 / 52-191 389 | 1955-1956 |
| *4 52-191 397 / 52-202 275 | 1956-1957 |
| 52-202 283 / 52-218 783 | 1959-1961 |
| *3 *4 52-218 791 / 52-240 665 | 1957-1958 |
| 52-240 673 / 52-251 616 | 1963-1965 |
| 52-251 624 / 52-262 588 | 1962-1963 |
| 52-262 596 / 52-281 256 | 1965-1968 |
| 52-281 264 / 52-281 469 | 1952-1961 |
| 52-281 485 | 1957-1958 |
| 52-281 477 | 1947 |
| 52-281 515 | 1956 |
| 52-281 558 | 1947 |
| 52-281 566 | 1960 |
| 52-281 574 | 1947 |
| 52-281 582 | 1949 |
| 52-281 590 | 1953 |
| 52-281 604 | 1947 |
| 52-281 612 | 1956 |
| 52-281 620 | 1964 |
| 52-281 639 | 1947 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 126/12 - A21 |
| Bogie Type / Draaisteltipe | * |
| Bearing Size / Laergrootte | 10 × 5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65(50) (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 82,5/24,2 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 768 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

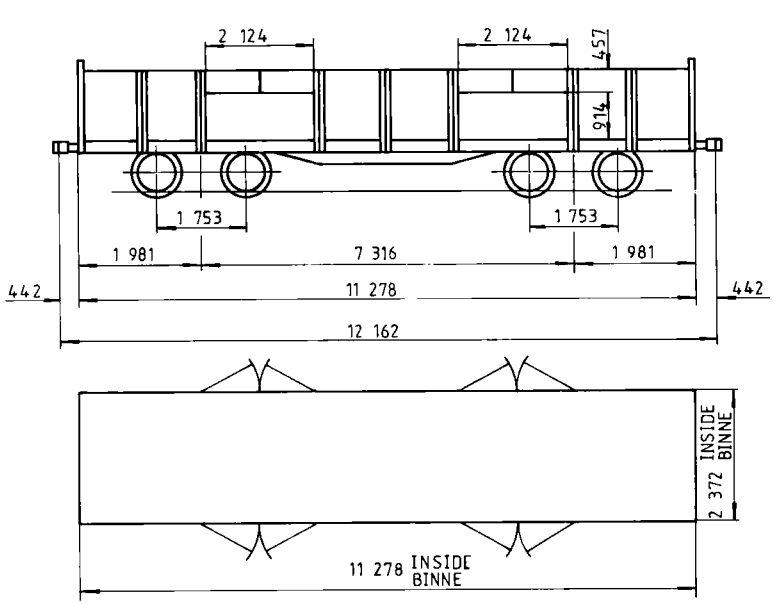
| | | | | | | |
|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | |
| Date / Datum | | | | | | |

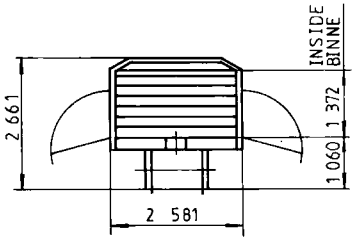
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 280 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 36,7 |

B-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 52-282 007 / 52-303 837 | 1955 - 1956 |
| 52-303 845 / 52-303 853 | 1955 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CE Nº A 1/15898 | | |
| Bogie Type / Draaisteltipe | CANCAR | | |
| Bearing Size / Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 60 (50) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,1/24,5 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR / SAS | | |

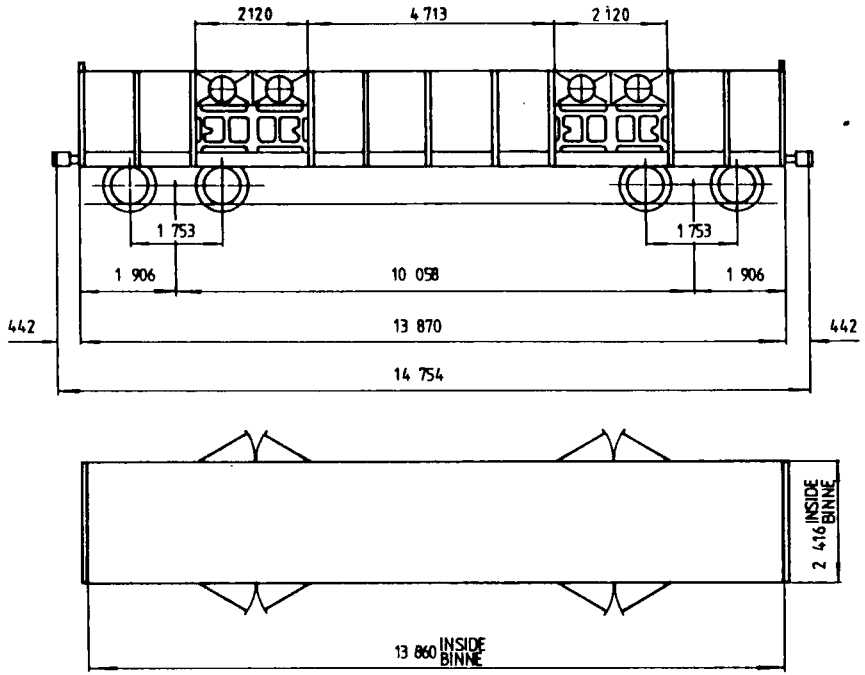
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 768 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 510 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 36,7 |
| | |
| | |

B-3

45




Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 62-010 018 / 62-027 042 | 1968-69 |
| 62-027 050 / 62-041 894 | 1969-70 |
| 62-041 908 / 62-051 830 | 1970-71 |
| 62-051 849 / 62-059 572 | 1970-71 |
| 62-059 599 / 62-077 295 | 1971-72 |
| 62-077 309 / 62-094 971 | 1972-73 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidroulièse kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidroulièse kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated
Tweekrag - Handbediening
A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remverstelier

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 111/12-C55 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Tare (Average) kg<br>Tarra (Gemiddeld) kg | 21 460 |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | | | | Load kg<br>Vrag kg | 52 000 |
| Bearing Size<br>Laergrootte | D | | | | Load (Coal) kg<br>Vrag (Steenkool) kg | —— |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | 33,5 |
| Brake System<br>Remsteisel | V/D/R | | | | Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 53 |
| Brake Cylinders<br>Remsilinders | (V) 4/15 | (L) —— | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor kg | 74 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) —— | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 57,0/38,0 | (L) —— | Converted for<br>Omskep vir | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M 901 E | | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/S.A.R. S.A.S. | | Date<br>Datum | | | |

# BAD-1

12 46

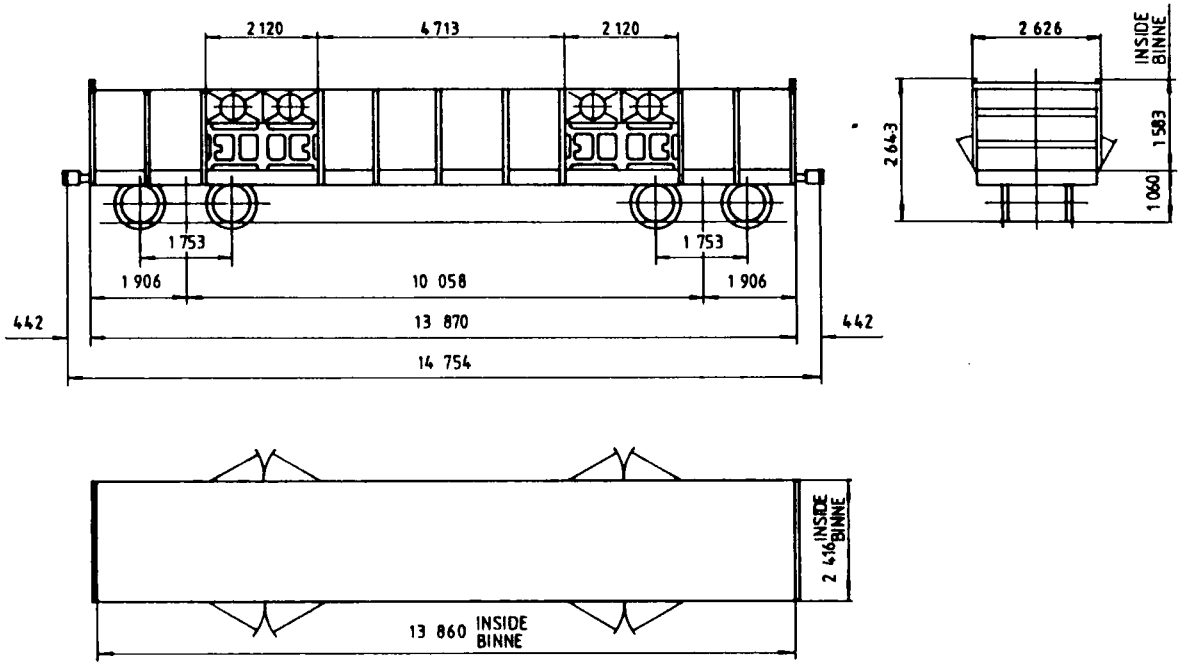
Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussingin rigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussingin rigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remverstelder




Remarks
Opmerkings :-

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 112/12-C55 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/D/R | | |
| Brake Cylinders / Remsilinders | (V) 4/15 | (L) —— | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) —— | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 57,0/38,0 | (L) —— | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAS SAR | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

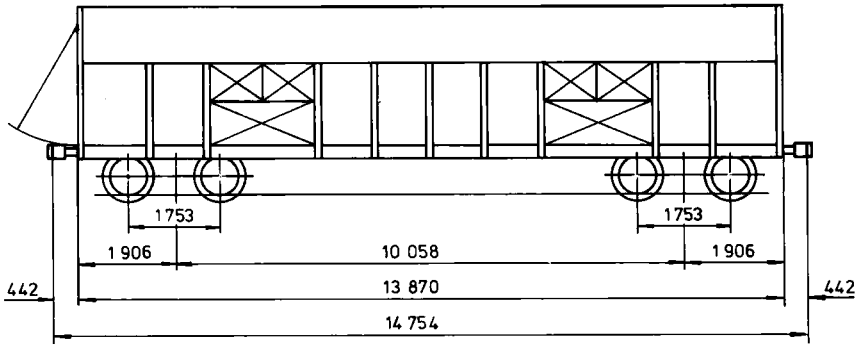
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 62-096 001 / 62-113 690 | 1973 - 74 |

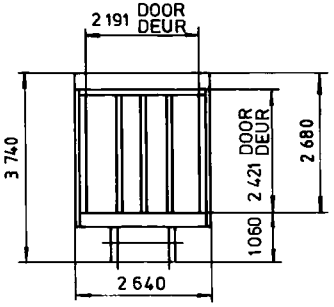
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

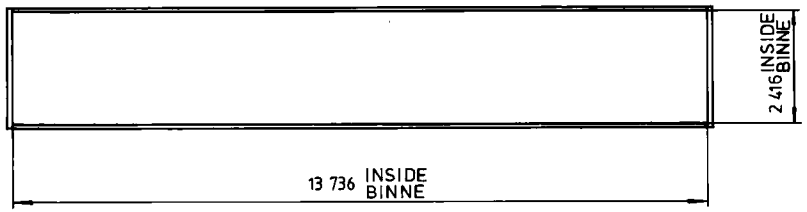
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 460 |
| Load kg / Vrag | 52 000 |
| Load (Coal) kg / Vrag (Steenkool) | —— |
| Floor Area $m^2$ / Vloeroppervlakte | 33,5 |
| Capacity $m^3$ / Inhoudsvermoë | 53 |

BAD-2

47




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 62-113 704 / 62-114 573 | 1968 - 1973 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD-1 | 1975 AND EN 1978 |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 112/12-C99 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/D/R | | |
| Brake Cylinders / Remsilinders | (V) 4/15 | (L) — | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 52,5/37,0 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / S.A.R. S.A.S. | | |

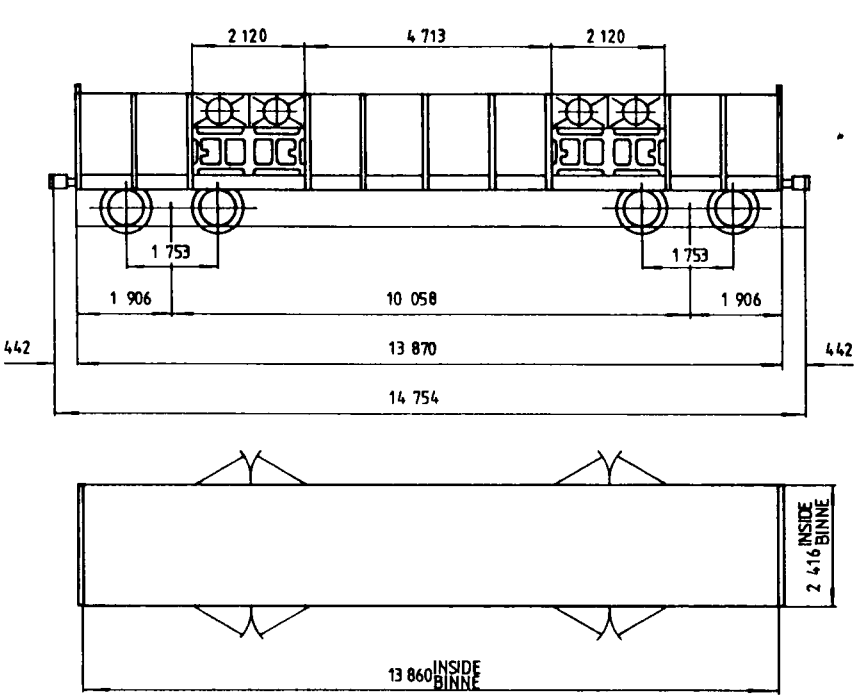
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | WOOD CHIPS / HOUTSPAANDERS |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23 290 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,2 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 89 |

# BAD-3

13 48




Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 62-010 018/62-027 042 | 1968-69 |
| 62-027 050/62-041 894 | 1969-70 |
| 62-041 908/62-051 830 | 1970-71 |
| 62-051 849/62-059 572 | 1970-71 |
| 62-059 580 | 1969 |
| 62-059 599/62-077 295 | 1971-72 |
| 62-077 309/62-094 971 | 1972-73 |
| 62-094 998 | 1973 |
| 62-095 005/62-095 048 | 1968-70 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| BAD-1 | 1983- |
| | |

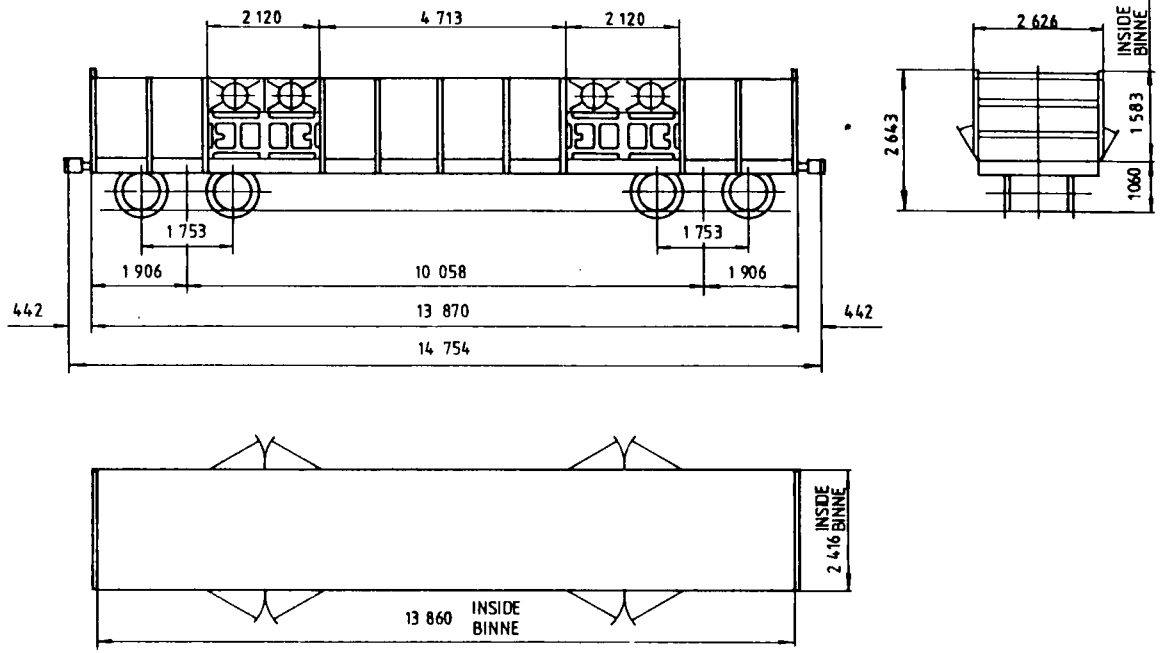
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 111/12-C55 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Tare (Average) kg<br>Tarra (Gemiddeld) kg | 21 460 |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | | | | Load kg<br>Vrag kg | 52 000 |
| Bearing Size<br>Laergrootte | D | | | | Load (Coal) kg<br>Vrag (Steenkool) kg | —— |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | 33,5 |
| Brake System<br>Remstelsel | V/R | | | | Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 53 |
| Brake Cylinders<br>Remsilinders | (V) 2/15 | (L) —— | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor kg | 74 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) —— | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 72,9/22,5 | (L) —— | Converted for<br>Omskep vir | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/S.A.R. S.A.S. | | Date<br>Datum | | | |

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel
V Vacuum Vakuum
L Air Lug
D Dual Power - Manually operated
Tweekrag - Handbediening
A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remverstelier

# BAJ-1

(4) 49




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remversteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 62-096 001 / 62-113 690 | 1973-74 |

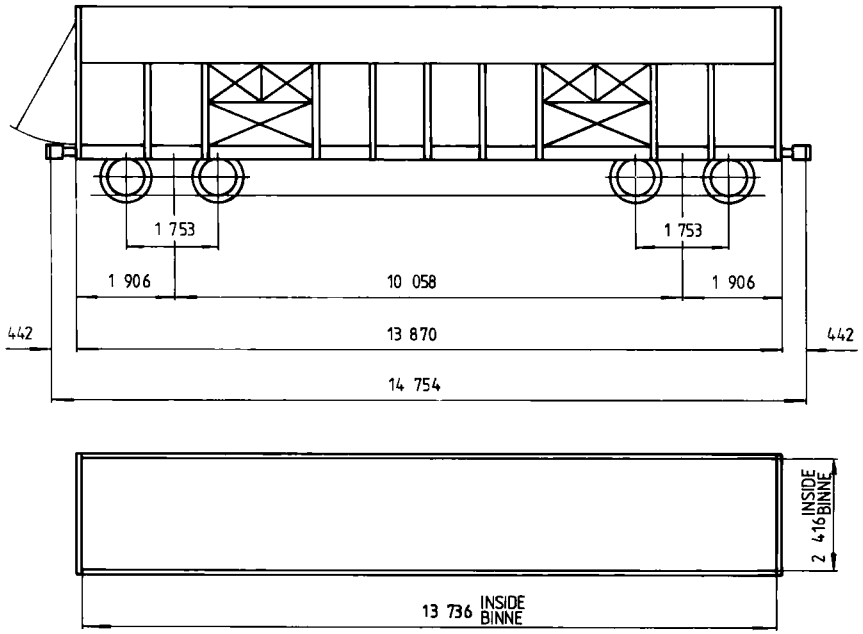
| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| BAD - 2 | 1983- |
| | |

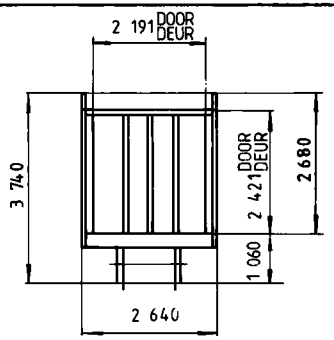
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 112/12 - C55 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Tare (Average) kg<br>Tarre (Gemiddeld) kg | 21 460 |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | | | | Load kg<br>Vrag kg | 52 000 |
| Bearing Size<br>Laergrootte | D | | | | Load (Coal) kg<br>Vrag (Steenkool) kg | —— |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | 33,5 |
| Brake System<br>Remstelsel | V/R | | | | Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 53 |
| Brake Cylinders<br>Remsilinders | (V) 2 / 15 | (L) — | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor kg | 74 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) — | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 72,9/22,5 | (L) — | Converted for<br>Omskep vir | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / S.A.R. S.A.S. | | Date<br>Datum | | | |

# BAJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 62-113 704 / 62-114 573 | 1968 - 1973 |
| 62-114 581 / 62-114 603 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD-1 | 1975 AND EN 1978 |
| BAD-3 | 1983- |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 112/12-C99 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2×15 (L) — |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 67,2 / 21,9 (L) — |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / S.A.R. S.A.S. |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | WOOD CHIPS / HOUTSPAANDERS |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

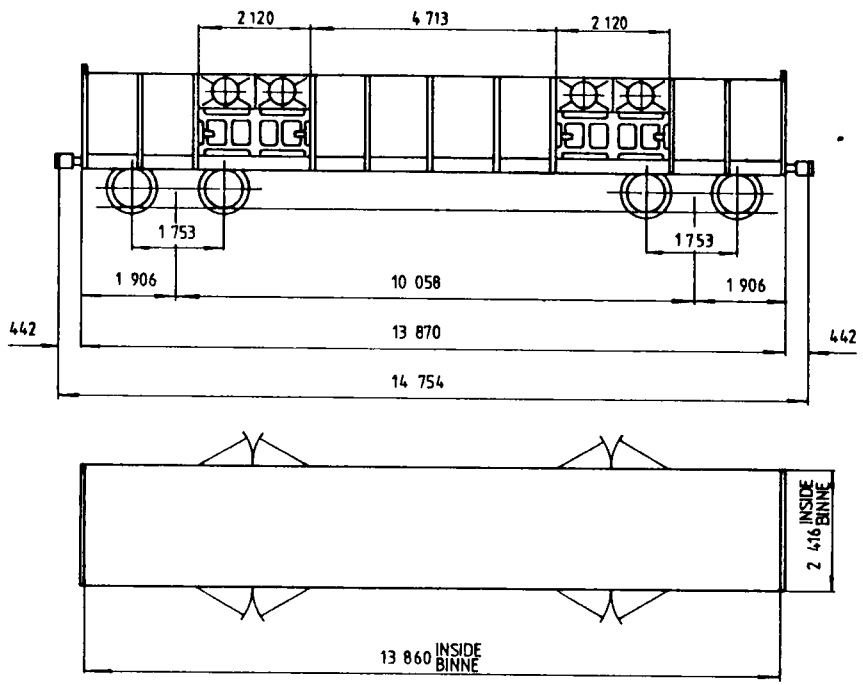
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 290 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 33,2 |
| Capacity $m^3$ / Inhoudsvermoë | 89 |

# BAJ-3

51

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 62-010 018 / 62-027 042 | 1968-69 |
| 62-027 050 / 62-041 894 | 1969-70 |
| 62-041 908 / 62-051 830 | 1970-71 |
| 62-051 849 / 62-059 572 | 1970-71 |
| 62-059 580 | 1969 |
| 62-059 599 / 62-077 295 | 1971-72 |
| 62-077 309 / 62-094 971 | 1972-73 |
| 62-094 998 | 1973 |
| 62-095 005 / 62-095 056 | 1968-70 |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 111/12-C55 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/L/R | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) 2/7.×12 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 72,9/22,5 | (L) 59,0/18,2 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / S.A.R. S.A.S. | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

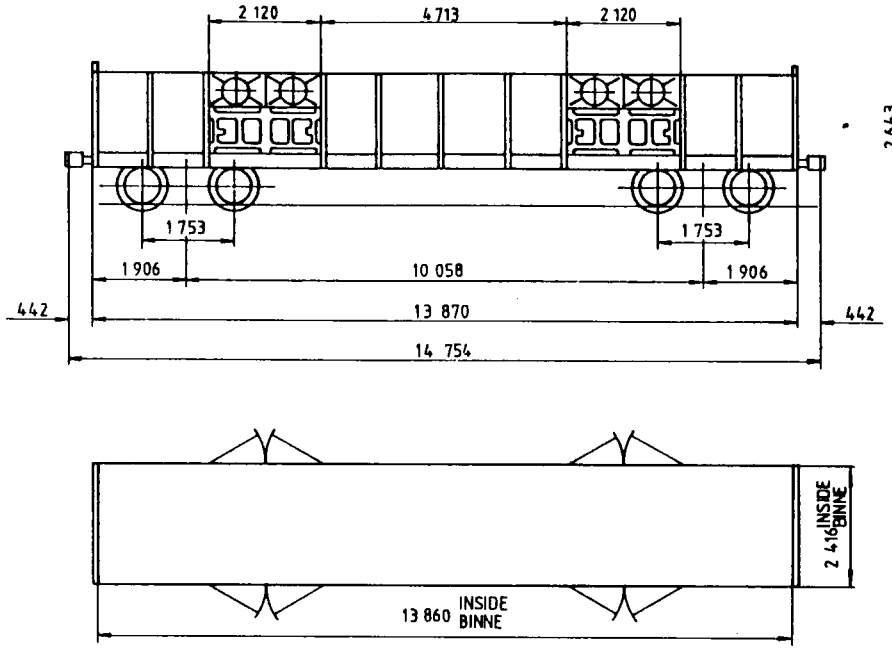
| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD-1 | 1983- |
| BAJ-1 | 1983- |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 460 |
| Load kg / Vrag kg | 52 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | —— |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 53 |
| | |
| | |

# BALJ-1

11

52




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 112/12 - C55 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/L/R | |
| Brake Cylinders / Remsilinders | (V) 2 / 15 | (L) 2/7×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 72,9/22,5 | (L) 59,0/18,2 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / S.A.R. S.A.S. | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

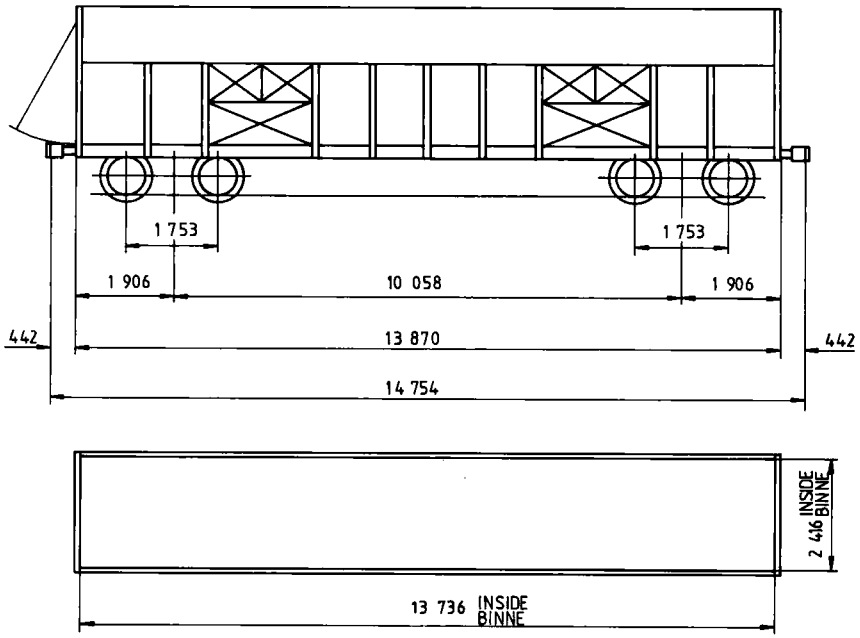
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

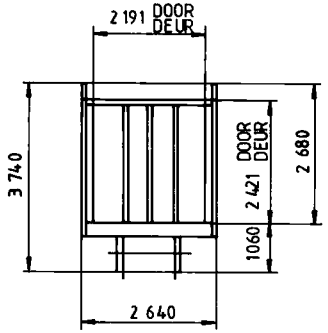
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 62-095 994/ 62-113 690 | 1973-1974 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD-2 | 1983- |
| BAJ-2 | 1983- |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 460 |
| Load kg / Vrag kg | 52 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | — |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 53 |

# BALJ-2




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties / Slack Adjuster / Remversteller
R Dual Power - Manually operated / Tweekrag - Handbediening
V Vacuum / Vakuum
L Air / Lug

Remarks / Opmerkings :-

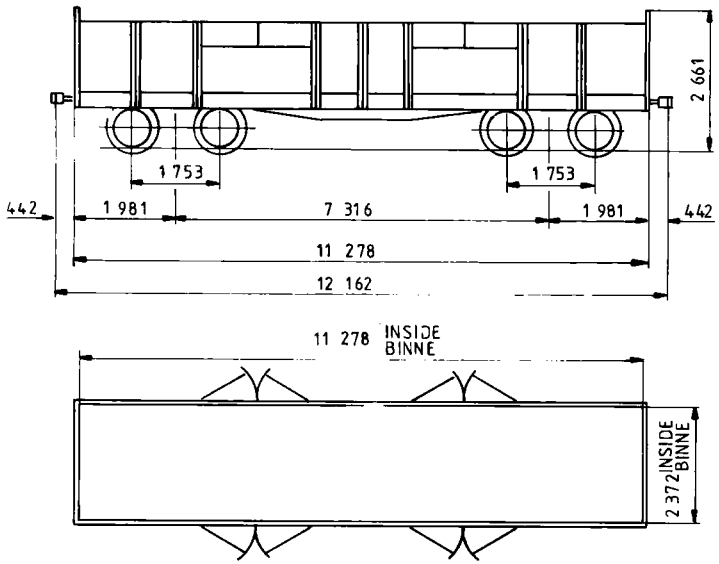
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 62-113 704/62-114 573 | 1968-1973 |
| 62-114 581/62-114 603 | 1972 |
| 62-114 611/62-117 459 | 1968-1974 |

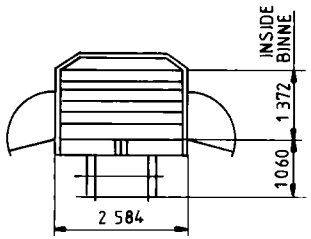
| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD - 1,2,3 | 1985 |
| BAJ - 1,2,3 | 1985 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 112/12-C99 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 23 290 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | Load / Vrag kg | 48 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | 33,2 |
| Brake System / Remstelsel | V/L/R | | | | Capacity / Inhoudsvermoë $m^3$ | 89 |
| Brake Cylinders / Remsilinders | (V) 2 × 15 | (L) 2/7 × 12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,7/24,4 | (L) 60,7/19,8 | Converted for / Omskep vir | WOOD CHIPS / HOUTSPAANDERS | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/S.A.R. S.A.S. | | Date / Datum | | | |

# BALJ - 3

54




Remarks / Opmerkings :- ~~1~~ DIAMOND FRAME/RUITRAAM
CANCAR
SARCAST

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 52- 900 002 / 52- 909 034 | 1943 - 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| B-1,2 & 3 | 1966 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 3986/12-000 | | |
| Bogie Type / Draaisteltipe | ~~X~~ 1 | | |
| Bearing Size / Laergrootte | 10 x 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 85,7/24,5 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 768 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 600 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,75 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 36,7 |
| | |
| | |

BC-1

Drawgear Equipment · Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulliese kussinginrigting

Brake System · Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

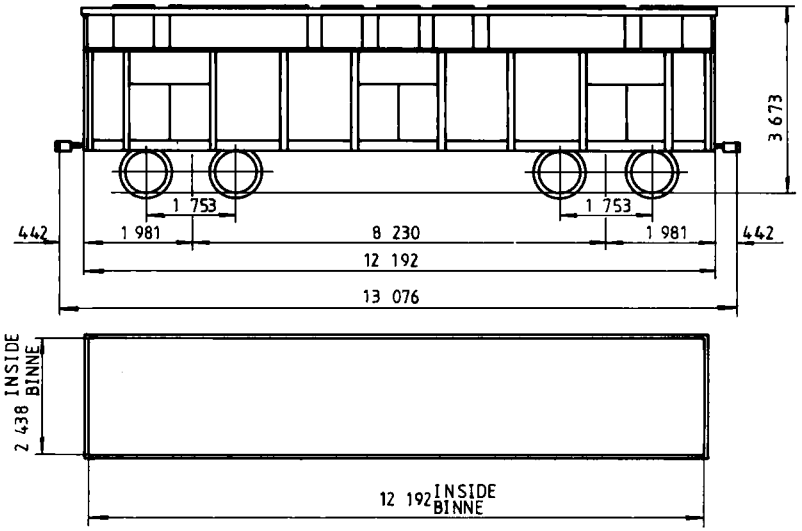
OZALID 85-2948

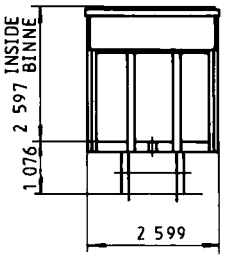
08-85

55

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 52 - 956 628 / 52 - 957 705 | 1937 - 1941 |
| 52 - 957 713 / 52 - 958 256 | 1937 - 1941 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| BB-4 | 1984 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 417/12-C99 | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME RUITRAAM | | |
| Bearing Size / Laergrootte | 11×5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,9/26 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 034 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | SUGAR CANE / SUIKERRIET |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 240 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 29,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 77,2 |
| | |
| | |

BC-4

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

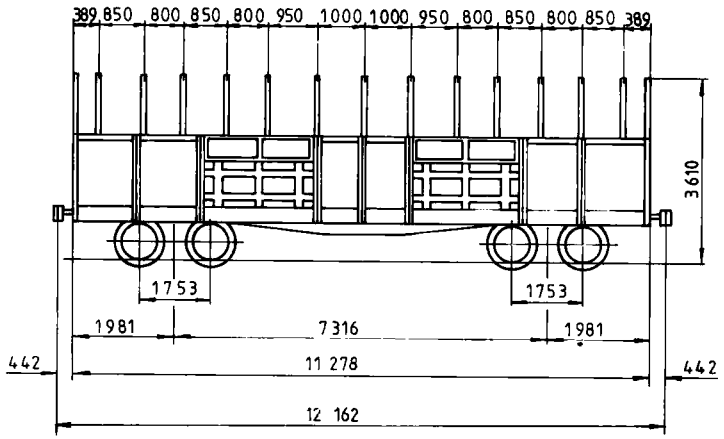
D Dual Power - Manually operated
Tweekrag - Handbediening

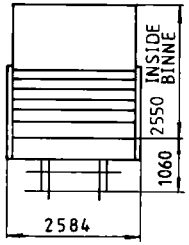
V Vacuum
Vakuum

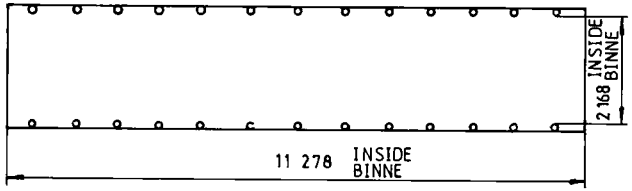
L Air
Lug

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remversteller




Remarks
Opmerkings :-

DIAMOND FRAME
CANCAR
SARCAST

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 52-952 215 / 52-956 601 | 1943 - 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| B-1,2&3 | 1983 |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 339/12-C99 | |
| Bogie Type / Draaisteltipe | ◒ | |
| Bearing Size / Laergrootte | 10 × 5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 / 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V)84,2/24,4 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 869 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | SUGAR CANE / SUIKERRIET |

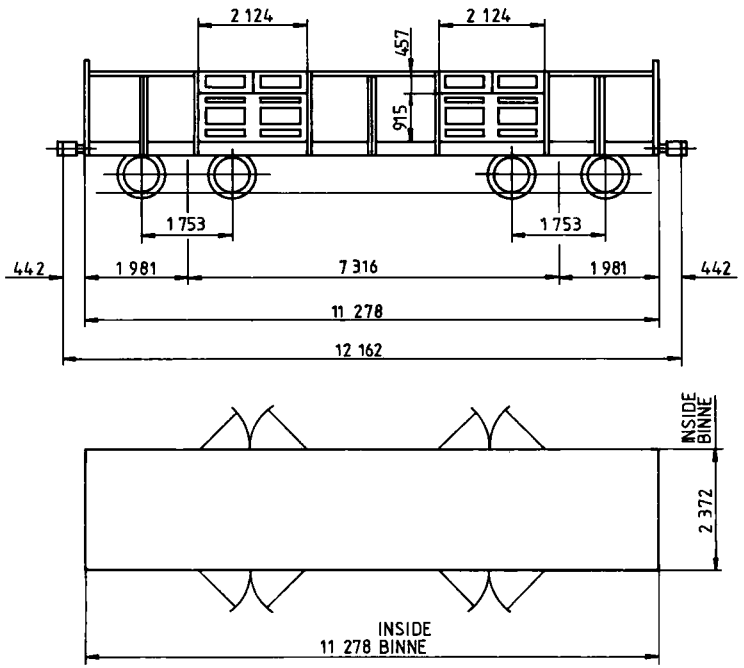
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

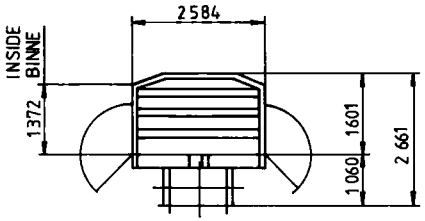
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 910 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 24,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 63 |
| | |
| | |

BCJ-3

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 53-013 018 / 53-018 524 | 1958-68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| B-2 | 1971 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | CME 126/12-A21 | | | |
| Bogie Type / Draaisteltipe | | SARCAST | | | |
| Bearing Size / Laergrootte | | 10 × 5 | | | |
| Springs per Bogie / Vere per Draaistel | Outer / Buite / Inner / Binne | 6 / 0 | | | |
| Brake System / Remstelsel | | V / D | | | |
| Brake Cylinders / Remsilinders | | (V) 4 / 18 | (L) – | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | | (V) 65 | (L) – | | |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) 79,1/46,5 | (L) – | | |
| Drawgear Equipment / Trekwerkuitrusting | | AAR M901 E | | | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S / SAR SAS | | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 280 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 36,7 |
| | |
| | |

# BD - 2

58

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

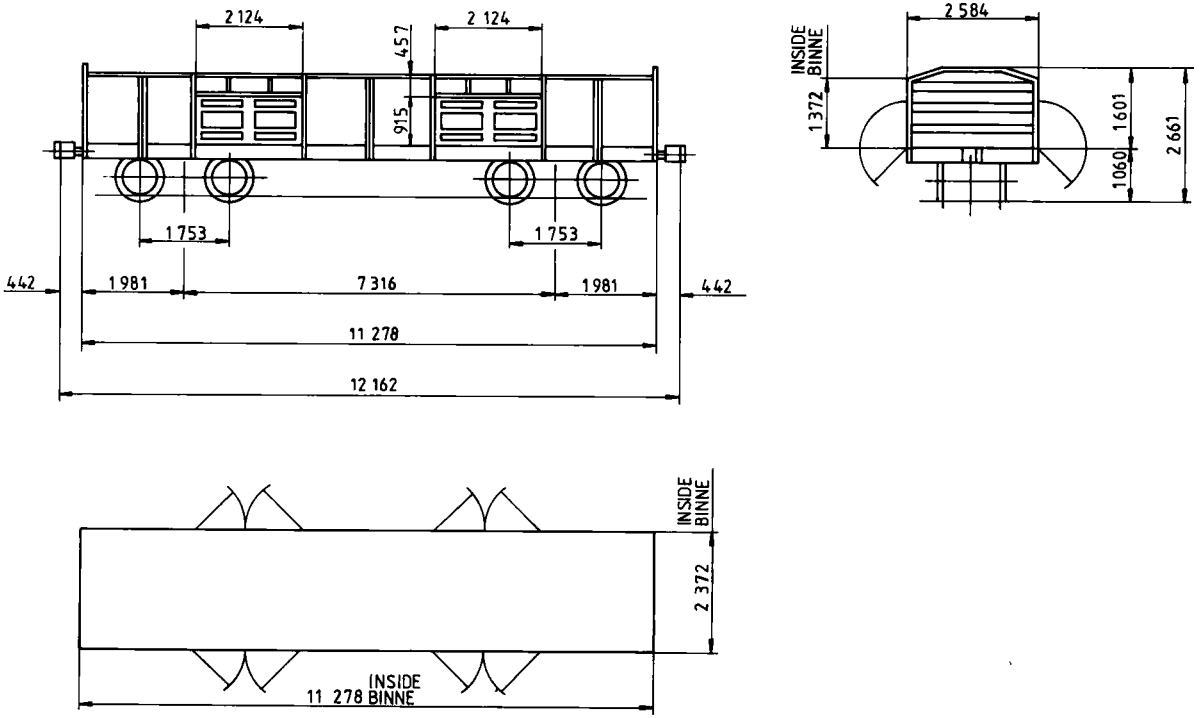
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

B-24

Brake System - Remstelsel

Dual Power - Automatic
Tweekrag - Outomaties
A
Slack Adjuster
Remversteller
R

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks
Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 155/12-A21 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 10×5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | |
| Brake System / Remstelsel | V/D | |
| Brake Cylinders / Remsilinders | (V) 4/18 | (L) – |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 79,8/46,6 | (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

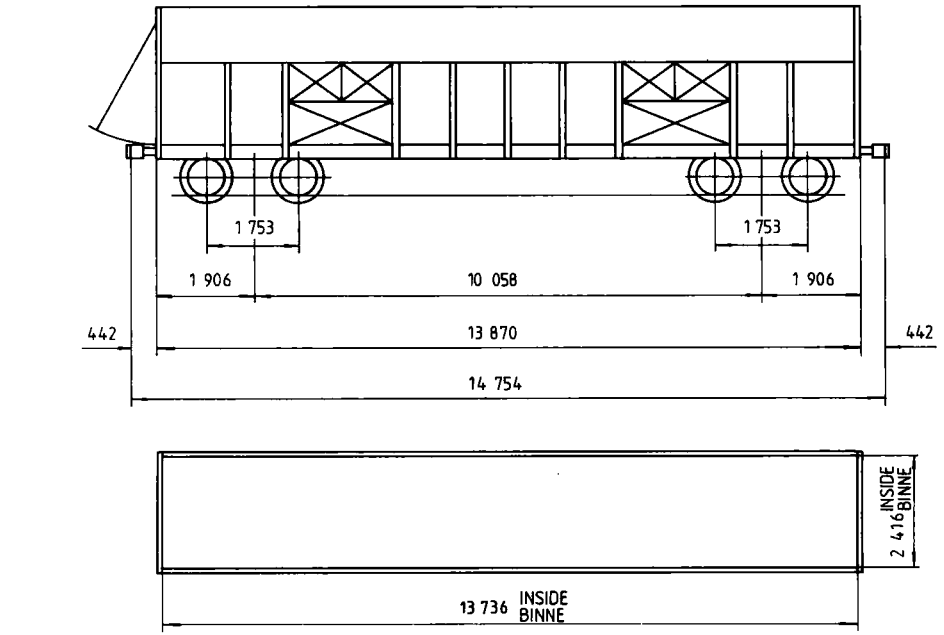
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 53-010 000 / 53-012 194 | 1967- |

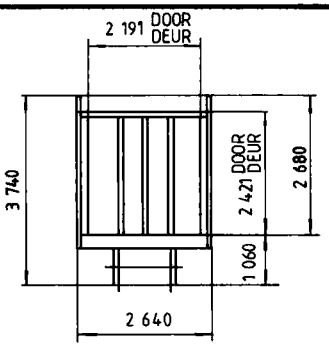
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 140 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 36,7 |
| | |
| | |

BD-4

59




**Drawgear Equipment · Trekwerkuitrusting**
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

**Brake System · Remstelsel**
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

**Remarks / Opmerkings:** RE-CODED FROM BAJ-3 (1986) / HERKODEER VAN

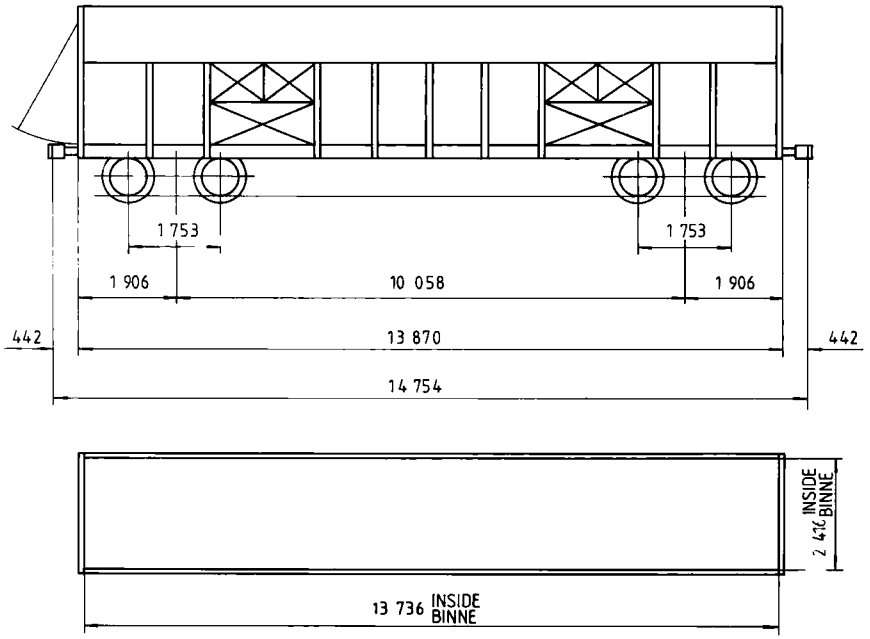
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 62-200 003/62-200 895 | 1968-1973 |

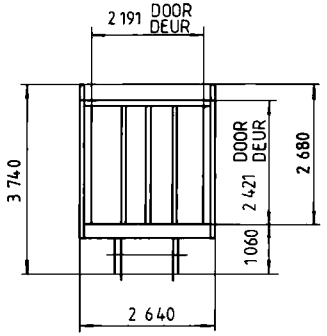
| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD-1 | 1975 AND EN 1978 |
| BAD-3 | 1983- |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | CME 112/12-C99 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draaisteltipe | | SPOORBARBER | | | |
| Bearing Size / Laergrootte | | D | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | 10/10 | | | |
| Brake System / Remstelsel | | V/R | | | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) — | | Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 67,2 / 21,9 | (L) — | | Converted for / Omskep vir | WOOD CHIPS / HOUTSPAANDERS |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / S.A.R S.A.S. | | | Date / Datum | |

| | | Tare (Average) kg / Tarra (Gemiddeld) kg | 23 290 |
|---|---|---|---|
| | | Load kg / Vrag kg | 48 000 |
| | | Load (Coal) kg / Vrag (Steenkool) kg | |
| | | Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,2 |
| | | Capacity $m^3$ / Inhoudsvermoë $m^3$ | 89 |

# BFJ-1




**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

**Remarks / Opmerkings:** RE-CODED FROM / HERKODEER VAN BALJ-3 (1986)

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 62-200 003/62-203 762 | 1968 - 1973 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD - 1,2,3 | 1985 |
| BAJ - 1,2,3 | 1985 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | CME 112/12-C99 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) kg / Tarra (Gemiddeld) kg | 23 290 |
| Bogie Type / Draaisteltipe | | SPOORBARBER | | | Load kg / Vrag kg | 48 000 |
| Bearing Size / Laergrootte | | D | | | Load (Coal) kg / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | 10/10 | | | Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,2 |
| Brake System / Remstelsel | | V/L/R | | | Capacity $m^3$ / Inhoudsvermoë $m^3$ | 89 |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) 2/7 x 12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,7/24,4 | (L) 60,7/19,8 | Converted for / Omskep vir | WOOD CHIPS / HOUTSPAANDERS | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/S.A.R. S.A.S. | | Date / Datum | | | |

# BFLJ - 1

61

Drawgear Equipment - Trekwerkuitrusting

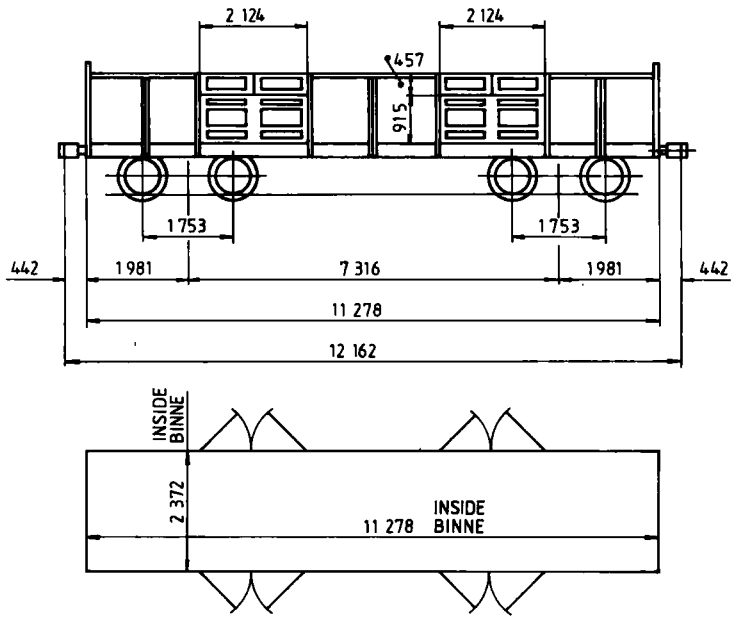
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

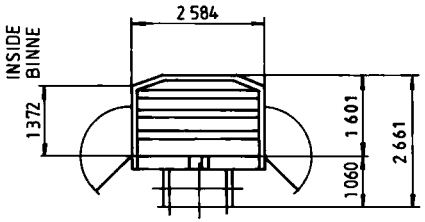
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
Slack Adjuster
R Remversteller

V Vacuum
Vakuum
Air
L Lug
Dual Power - Manually operated
D Tweekrag - Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 53 - 013 018 / 53 - 018 524 | 1958 - 68 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| BD-2 | 1981 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 126/12-A21 | | |
| Bogie Type<br>Draaisteltipe | SARCAST | | |
| Bearing Size<br>Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 6 / 0 | | |
| Brake System<br>Remstelsel | V | | |
| Brake Cylinders<br>Remsilinders | (V) 2 / 18 | (L) – | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) – | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 81,7 / 23,4 | (L) – | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | – |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE |
| Converted for<br>Omskep vir | |

| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 17 700 |
| Load kg<br>Vrag | 44 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | 26,8 |
| Capacity $m^3$<br>Inhoudsvermoë | 36,7 |
| | |
| | |

# BJ-2

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

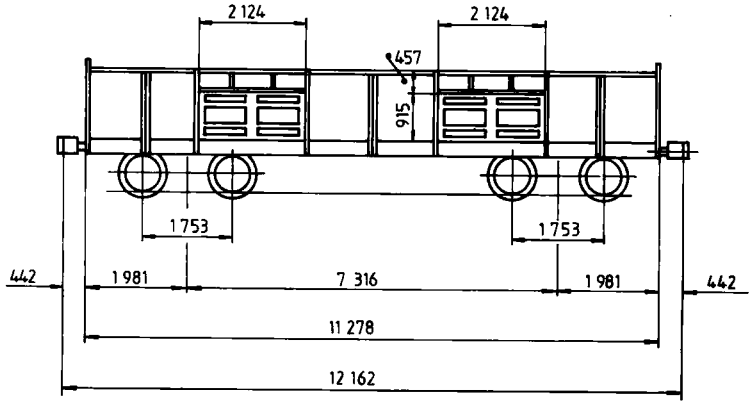
V Vacuum / Vakuum

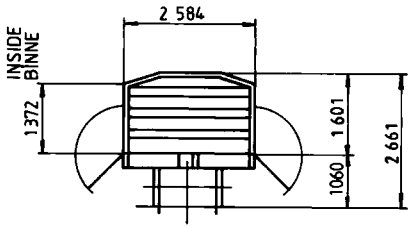
L Air / Lug

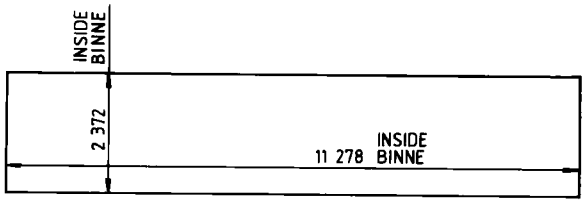
D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 53-010 000 / 53-012 194 | 1967 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| BD-4 | 1981 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 155/12-A21 |
| Bogie Type / Draaisteltipe | SARCAST |
| Bearing Size / Laergrootte | 10×5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) – |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 82,2/23,5 (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/ SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | — |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 17 600 |
| Load kg / Vrag | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë | 36,7 |
| | |
| | |

# BJ-4

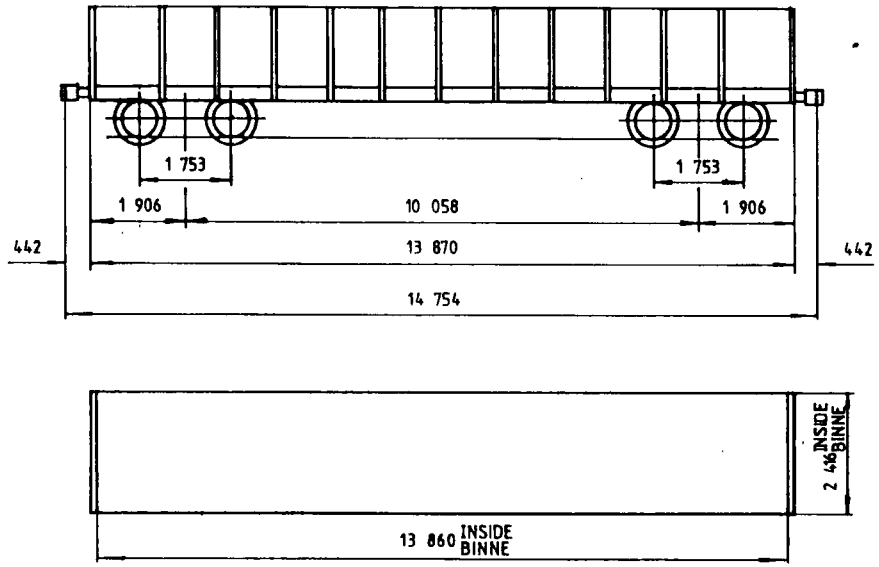
Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidroulièse kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulièse kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 61-100 005 / 61-106 593 | 1968 - 1973 |
| 61-106 607 / 61-108 790 | 1968 - 1973 |
| 61-108 804 / 61-110 884 | 1968 - 1973 |
| 61-110 892 / 61-115 282 | 1968 - 1973 |
| 61-115 290 / 61-118 583 | 1968 - 1973 |
| 61-118 591 / 61-121 991 | 1968 - 1973 |
| 61-122 009 / 61-124 206 | 1968 - 1973 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD - 1 | 1978 — 84 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A002_001_C55 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/D/R | | |
| Brake Cylinders / Remsilinders | (V) 4 / 15 | (L) — | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 57,0 / 36,0 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelsaar / Juk | SASKOP-S / S.A.R. S.A.S. | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 460 |
| Load kg / Vrag | 52 000 |
| Load (Coal) kg / Vrag (Steenkool) | 52 000 |
| Floor Area $m^2$ / Vloeroppervlakte | 33,5 |
| Capacity $m^3$ / Inhoudsvermoë | 52,7 |
| | |
| | |

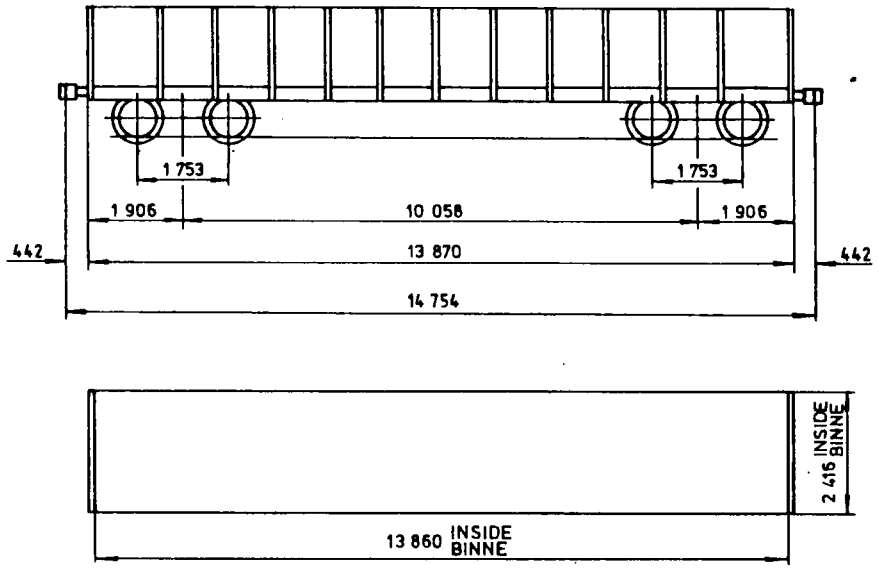
CAD - 1

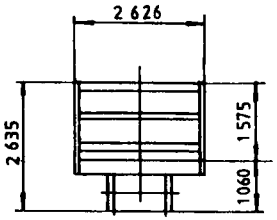
**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

**Brake System - Remsteisel**

V Vacuum / Vakuum
A Air / Lug
L Dual Power - Manually operated / Tweekrag - Handbediening
R Dual Power - Automatic / Tweekrag - Outomaties
Slack Adjuster / Remversteller




Remarks
Opmerkings

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 61-100 005/61-106 593 | 1968 - 1973 |
| 61-106 607/61-108 790 | 1968 - 1973 |
| 61-108 804/61-110 884 | 1968 - 1973 |
| 61-110 892/61-115 282 | 1968 - 1973 |
| 61-115 290/61-118 583 | 1968 - 1973 |
| 61-118 591/61-121 991 | 1968 - 1973 |
| 61-122 009/61-124 206 | 1968 - 1973 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CAD - 1 | 1983 - |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A002_001_C55 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) kg / Tarra (Gemiddeld) kg | 21 460 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | Load kg / Vrag kg | 52 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) kg / Vrag (Steenkool) kg | 52 000 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,5 |
| Brake System / Remsteisel | V/R | | | | Capacity $m^3$ / Inhoudsvermoë $m^3$ | 52,7 |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) —— | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor kg | 74 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) —— | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 72,9/21,3 | (L) —— | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/ S.A.R. S.A.S. | | Date / Datum | | | |

# CAJ-1

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel

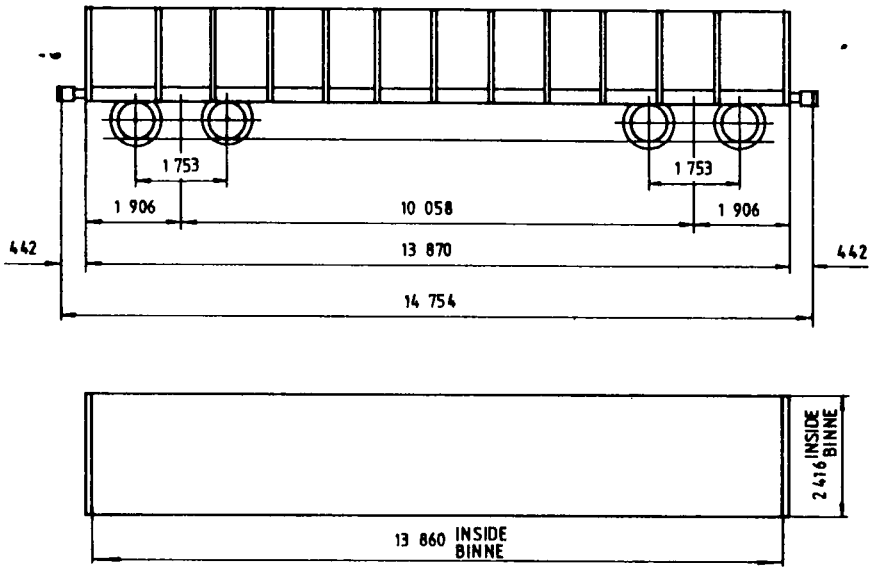
A Dual Power - Automatic / Tweekrag - Outomaties

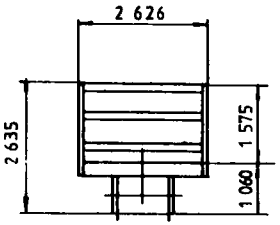
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening



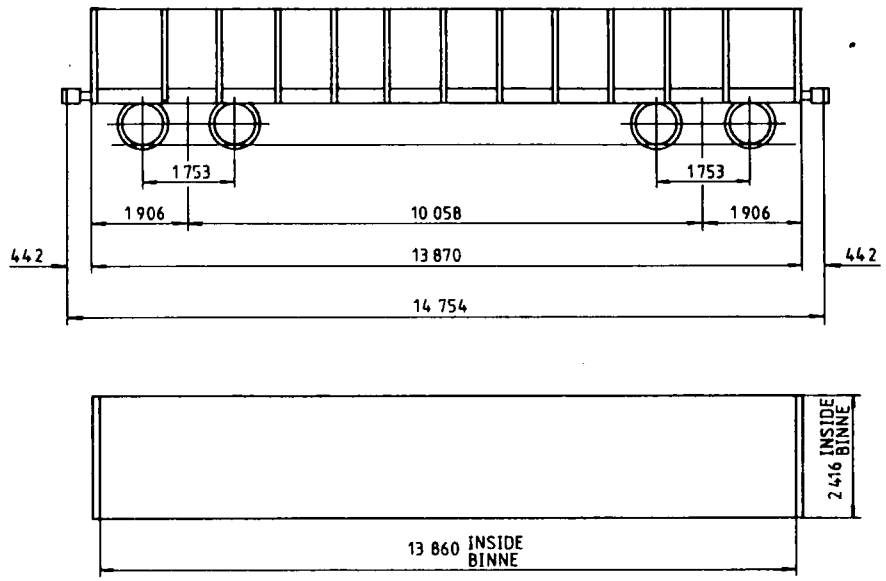

Remarks / Opmerkings :-

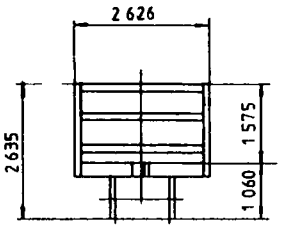
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 61-100 005 / 61-106 593 | 1968-1973 |
| 61-106 607 / 61-108 790 | 1968-1973 |
| 61-108 804 / 61-110 884 | 1968-1973 |
| 61-110 892 / 61-115 282 | 1968-1973 |
| 61-115 290 / 61-118 583 | 1968-1973 |
| 61-118 591 / 61-121 991 | 1968-1973 |
| 61-122 009 / 61-124 206 | 1968-1973 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CAJ-1 CAD-1 | 1984- |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A002_001_C55 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 21 460 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | Load / Vrag kg | 52 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) / Vrag (Steenkool) kg | 52 000 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | 33,5 |
| Brake System / Remstelsel | L/R | | | | Capacity / Inhoudsvermoë $m^3$ | 52,7 |
| Brake Cylinders / Remsilinders | (V) — | (L) 2/7 × 12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) — | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 65,9 / 19,2 | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / S.A.R. S.A.S. | | Date / Datum | | | |

# CAL - 1




**Drawgear Equipment - Trekwerktoerusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingwerking
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingwerking

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Lug / Air
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

**Remarks / Opmerkings**

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 61-100 005 / 61-106 593 | 1968-1973 |
| 61-106 607 / 61-108 790 | 1968-1973 |
| 61 108 804 / 61-110 884 | 1968-1973 |
| 61-110 892 / 61-115 282 | 1968-1973 |
| 61-115 290 / 61-118 583 | 1968-1973 |
| 61-118 591 / 61-121 991 | 1968-1973 |
| 61-122 009 / 61-124 206 | 1968-1973 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CAJ-1, CAD-1 | 1987- |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | RS A002_001_C55 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Leergrootte | D | |
| Springs per Bogie Outer / inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/L/R | |
| Brake Cylinders / Remsilinders | (V) 2×15 | (L) 2/7×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,1/23,7 | (L) 65,9/19,2 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/ SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

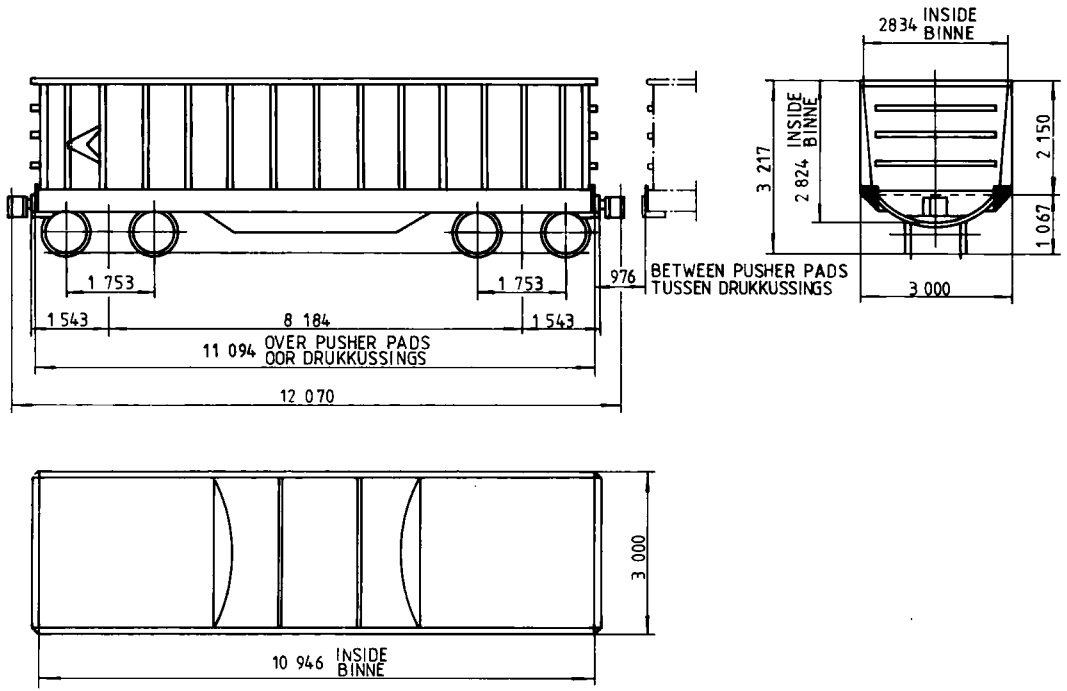
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 460 |
| Load kg / Vrag kg | 52 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 52,7 |
| | |
| | |

# CALJ-1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
Dual Power-Automatic / Tweekrag-Outomaties A
Slack Adjuster / Remversteller R
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks :- ARROW INDICATES ROTARY COUPLER END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER
Opmerkings PYL DUI DRAAIKOPPELAAR-ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 63-010 011 / 63-026 511 | 1975 - 1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CCR-1 | 1983- |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D030 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1031 | Tare (Average) kg / Tarra (Gemiddeld) kg | 20 820 |
| Bogie Type / Draaisteltipe | HS Mk III, VII | | | | Load kg / Vrag kg | 58 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) kg / Vrag (Steenkool) kg | 58 000 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | |
| Brake System / Remstelsel | L/R | | | | Capacity / Inhoudsvermoë $m^3$ | 47,5 |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 73,3/19,4 | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | F/F | | Date / Datum | | | |

CCL-1

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

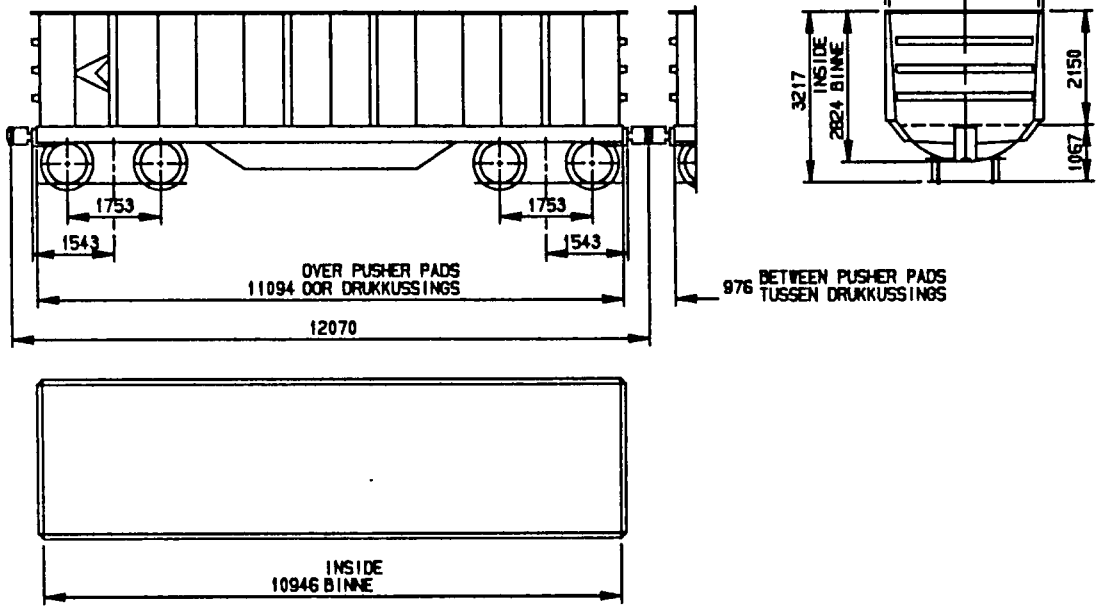
A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remverstelder

D Dual Power - Manually Operated
Tweekrag - Handbediening

V Vacuum
Vakuum

L Air
Lug




Remarks / Opmerkings
1- ARROW INDICATES ROTARY COUPLER END. OPPOSITE END FITTD WITH NON-ROTARY COUPLER
1- PYL DUI DRAAIKOPPELAAR-ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D030 | |
| Bogie Type / Draaistelltipe | HS Mk XI | |
| Bearing Size / Laergrootte | E | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/R | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10x12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Remperesentasie Leeg / Met Vrag | (V) | (L) 73.3 / 17.6 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | F/F | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 88000 |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | |
|---|---|---|---|---|
| Date / Datum | | | | |

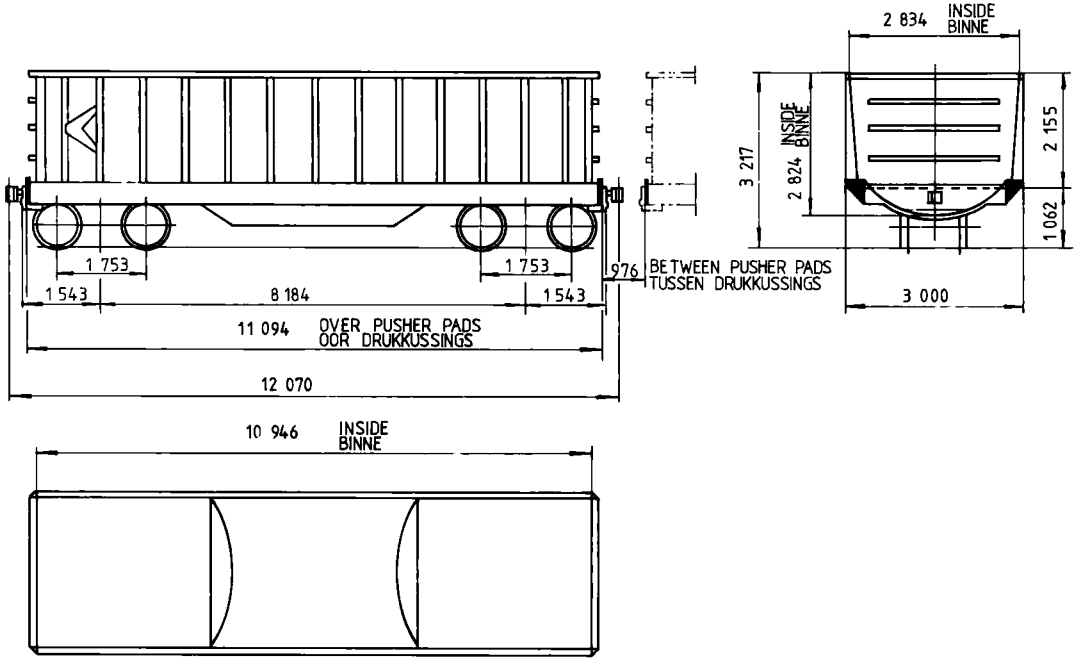
| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 63-010 038/63-034 611 | 1975-1977 |
| Converted from / Omskep van | Date / Datum |
| CCL-1 | 1992-1993 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) kg | 20820 |
| Load / Vrag | 66000 |
| Load (Coal) / Vrag (Steenkool) kg | |
| Floor Area / Vloeroppervlakte $m^2$ | |
| Capacity / Inhoudsvermoe $m^3$ | 67.5 |

CCL-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :- ARROW INDICATES ROTARY COUPLER END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER
PYL DUI DRAAIKOPPELAAR-ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 63-026 538/63-038 609<br>63-038 617/63-043 009 | 1978 - 1979<br>1981 - 1982 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CCR - 3 | 1983- |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D050 | |
| Bogie Type / Draaisteltipe | HS Mk III, VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/R | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 72,0/19,3 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | F/F | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 058 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |

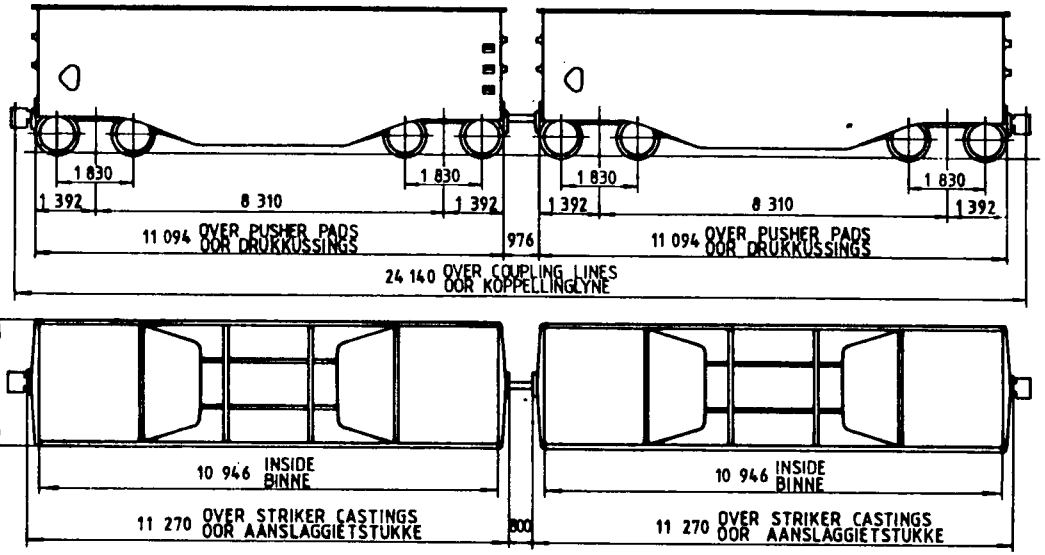
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

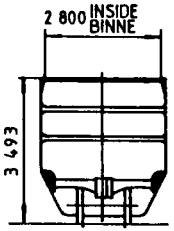
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 200 |
| Load kg / Vrag | 58 000 |
| Load (Coal) kg / Vrag (Steenkool) | 58 000 |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 67,65 |
| | |
| | |

# CCL-3

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remsteelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




ARROW INDICATES ROTARY COUPLER/DRAWBAR END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER/DRAWBAR
PYL DUI DRAAIKOPPELAAR/-TREKSTANG ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR/-TREKSTANG
FITTED WITH "HOLDING BRAKE"
GEPAS MET "VASHOUREM"

Remarks / Opmerkings :-
SET OF 2 WAGONS WITH SEMI-PERMANENT DRAWBAR
STEL VAN 2 TROKKE MET HALFPERMANENTE TREKSTANG

*1 4,5:1 BRAKE RATIO, REMVERHOUDING, ø 915 WHEEL WIEL
*2 LOADED 84t LEVEL WITH TOP : 1 824mm
84t GELYK GELAAI TOT BO : 1 824mm
*3 TOP: 76,2m³ BATH: 9,46m³
BO: BAD:
*4 PER WAGON
PER TROK

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 175/12-A21 | |
| Bogie Type / Draaisteltipe | HS Mk V *1 | |
| Bearing Size / Laergrootte | F | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 12/8 | |
| Brake System / Remsteelsel | L/R | |
| Brake Cylinders / Remsilinders | (V) | (L) 2/7×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Remperseentasie Leeg / Met Vrag | (V) | (L) 68,5/13,3 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | F/F | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 933 *2 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 104 000 PER WAGON / PER TROK |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |
| Revision / Hersiening | |
| Date / Datum | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 63 - 515 407 / 63 - 524 198 | 1982 - 1983 |
| 63 - 524 260 / 63 - 533 030 | 1983 - 1984 |
| 63 - 555 077 | 1992 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

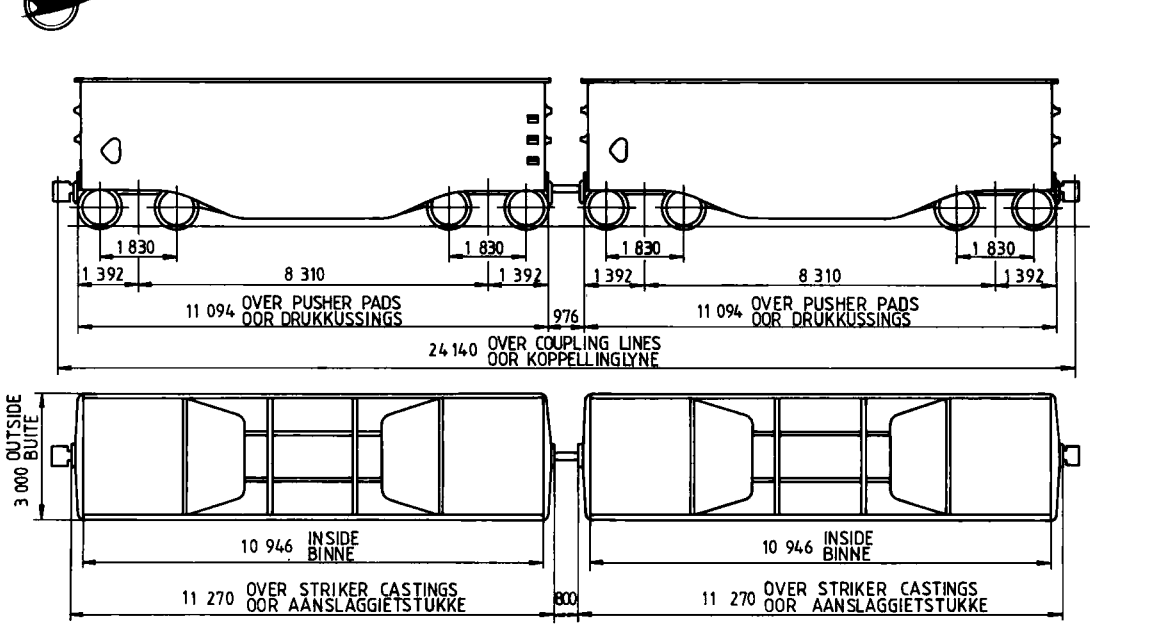
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 250 *4 |
| Load kg / Vrag kg | 84 000 *4 |
| Load (Coal) kg / Vrag (Steenkool) kg | 84 000 *4 |
| Floor Area m² / Vloeroppervlakte m² | |
| Capacity m³ / Inhoudsvermoë m³ | 85,66 *3 |

CCL-5

Drawgear Equipment - Trekwerkuitrusting
Coupler hydraulic cushioning device
KK Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic
Tweekrag-Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




ARROW INDICATES ROTARY COUPLER/DRAWBAR END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER/DRAWBAR
PYL DUI DRAAIKOPPELAAR/-TREKSTANG ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR/-TREKSTANG
FITTED WITH "HOLDING BRAKE"
GEPAS MET "VASHOUREM"

Remarks :- SET OF 2 WAGONS WITH SEMI-PERMANENT DRAWBAR
Opmerkings STEL VAN 2 TROKKE MET HALFPERMANENTE TREKSTANG

*1 4,5:1 BRAKE RATIO, Ø 915 WHEEL
REMVERHOUDING, Ø 915 WIEL

*2 LOADED 84t LEVEL WITH TOP : 1 824 mm
84t GELYK GELAAI TOT BO : 1 824 mm

*3 TOP : 76,2 m³, BATH : 9,46 m³
BO : BAD :

*4 PER WAGON
PER TROK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 63-533 049 / 63-539 640 | 1984 - 1985 |
| 63-539 659 / 63-546 248 | 1985 - 1987 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

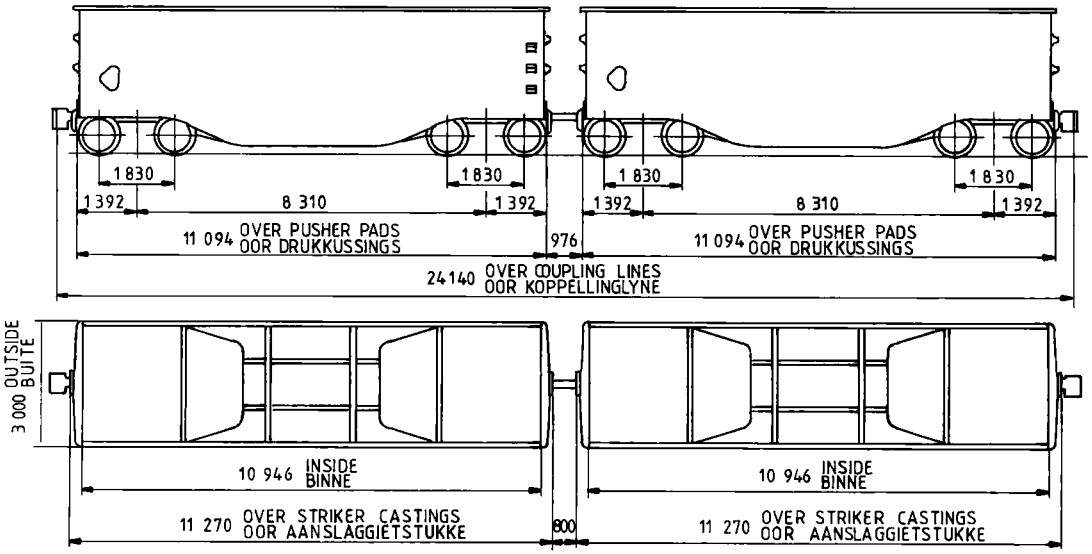
| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 182/12-A21 | |
| Bogie Type / Draaisteltipe | HS MK V *1 | |
| Bearing Size / Laergrootte | F | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 12/8 | |
| Brake System / Remstelsel | L/R | |
| Brake Cylinders / Remsilinders | (V) | (L) 2/7×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 68,5/13,3 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | F/F | |

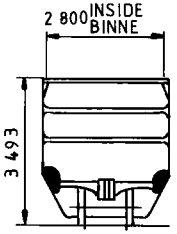
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 993 *2 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 104 000 PER WAGON / PER TROK |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 250 *4 |
| Load kg / Vrag kg | 84 000 *4 |
| Load (Coal) kg / Vrag (Steenkool) kg | 84 000 *4 |
| Floor Area m² / Vloeroppervlakte m² | |
| Capacity m³ / Inhoudsvermoë m³ | 85,66 *3 |
| | |
| | |

CCL-7




**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remsteisel**

A Dual Power-Automatic
Tweekrag-Outomaties
Slack Adjuster
R Remversteller

V Vacuum
Vakuum
Air
L Lug
Dual Power - Manually operated
D Tweekrag - Handbediening

ARROW INDICATES ROTARY COUPLER / DRAWBAR END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER / DRAWBAR
PYL DUI DRAAIKOPPELAAR/-TREKSTANG ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR/-TREKSTANG
FITTED WITH "HOLDING BRAKE"
GEPAS MET "VASHOUREM"

**Remarks / Opmerkings:**
SET OF 2 WAGONS WITH SEMI-PERMANENT DRAWBAR
STEL VAN 2 TROKKE MET HALFPERMANENTE TREKSTANG

✱1 4,5 : 1 BRAKE RATIO / REMVERHOUDING, ∅ 915 WHEEL / WIEL
✱2 LOADED 84t LEVEL WITH TOP : 1 824mm / 84t GELYK GELAAI TOT BO : 1 824mm
✱3 TOP / BO 76,2m³, BATH / BAD 9,46m³
✱4 PER WAGON / PER TROK

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 182 / 12 - A21 | |
| Bogie Type / Draaisteltipe | HS MK V ✱1 | |
| Bearing Size / Laergrootte | F | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 12 / 8 | |
| Brake System / Remstelsel | L / R | |
| Brake Cylinders / Remsilinders | (V) | (L) 2 / 7 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 68,5 / 13,3 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | F / F | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 993 ✱2 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 104 000 PER WAGON / PER TROK |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |

| Révision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 63-546 256 / 63-555 042 | 1991 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 250 ✱4 |
| Load kg / Vrag kg | 84 000 ✱4 |
| Load (Coal) kg / Vrag (Steenkool) kg | 84 000 ✱4 |
| Floor Area m² / Vloeroppervlakte m² | |
| Capacity m³ / Inhoudsvermoë m³ | 85,66 ✱3 |

# CCL-8

SPOORNET

Draugear Equipment – Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussingrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussingrigting

Brake System – Remstelsel

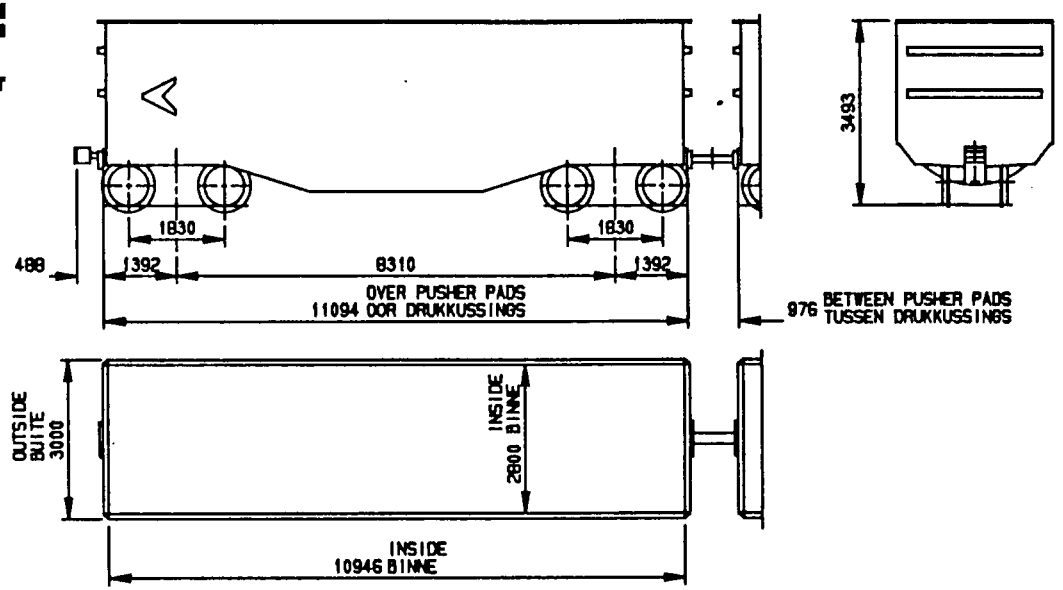
Dual Power – Automatic
A Tweekrag – Outomaties

R Slack Adjuster
Remversteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power – Manually Operated
Tweekrag – Handbediening




ARROW INDICATES ROTARY COUPLER/DRAWBAR END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER/DRAWBAR
PYL DUI DRAAIKOPPELAAR/-TREKSTANG ENT AAN. TEENOORGESTELDE KANT PEPAS MET NIE-DRAAIENDE KOPPELAAR/-TREKSTANG

Remarks / Opmerkings
FITTED WITH "HOLDING BRAKE"
1- GEPAS MET "VASHOUREM"

SET OF 6 WAGONS WITH SEMI-PERMANENT DRAWBAR
STEL VAN 6 TROKKE MET HALFPERMANENTE TREKSTANG

✱1 4.5:1 BRAKE RATIO / REMVERHOUDING Ø915 WHEEL / WIEL

✱2 LOADED 84t LEVEL WITH TOP ±1 824mm
84t GELYK GELAAI TOT BO ±1 824mm

✱3 TOP BO 76.2mm³ BATH BAD 9.46mm³

✱4 PER WAGON
PER TROK

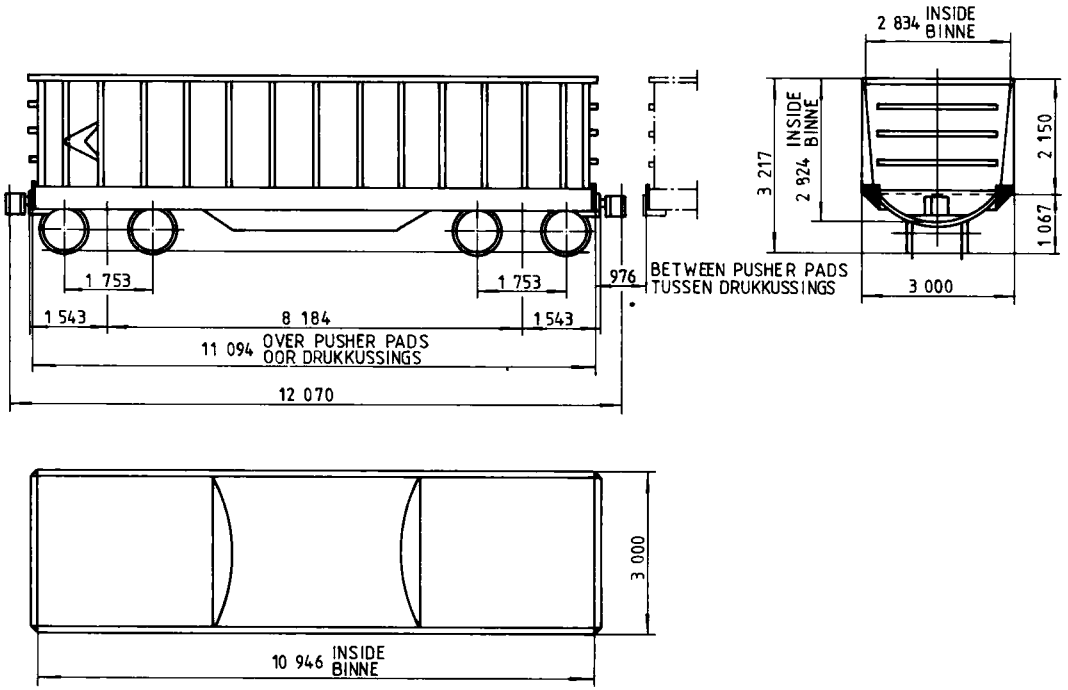
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D030 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 933 ✱2 | Tare (Average) / Tarra (Gemiddeld) kg | 20820 ✱4 |
| Bogie Type / Draaistelitipe | HS Mk V ✱1 | | | | Load / Vrag | 84000 ✱4 |
| Bearing Size / Lagergrootte | F | | | | Load (Coal) / Vrag (Steenkool) kg | 84000 ✱4 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 12/8 | | | | Floor Area / Vloeroppervlakte m² | |
| Brake System / Remstelsel | L/R | | | | Capacity / Inhoudsvermoë m³ | 85.66 ✱3 |
| Brake Cylinders / Remsilinders | (V) | (L) 2/7x12 | Design Limit – Mass on Rail / Ontwerplimiet – Massa op Spoor kg | 104000 PER WAGON PER TROK | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL | | |
| Brake Percentage Empty / Loaded / Remperentasie Leeg / Met Vrag | (V) (L) 68.5 / 13.3 | | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Herziening | | | |
| Coupler / Yoke / Koppelaar / Juk | F/F | | Date / Datum | | | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 63-555 778/63-557 991 | 1994 |
| Converted from / Omskep van | Date / Datum |
| | |
| | |

CCL – 9

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air
Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
Slack Adjuster
R Remversteller




Remarks / Opmerkings :- ARROW INDICATES ROTARY COUPLER END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER
PYL DUI DRAAIKOPPELAAR-ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 63-010 011 / 63-026 511 | 1975 -1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D030 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1031 | Tare (Average) / Tarra (Gemiddeld) kg | 20 820 |
| Bogie Type / Draaisteltipe | HS Mk III, VII | | | | Load / Vrag kg | 58 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) / Vrag (Steenkool) kg | 58 000 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | |
| Brake System / Remstelsel | L/A/R | | | | Capacity / Inhoudsvermoë $m^3$ | 67,5 |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 | Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 80 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 48,4 / 23,4 | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | F/F | | Date / Datum | | | |

CCR-1

SPOORNET

Drawgear Equipment – Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System – Remstelsel

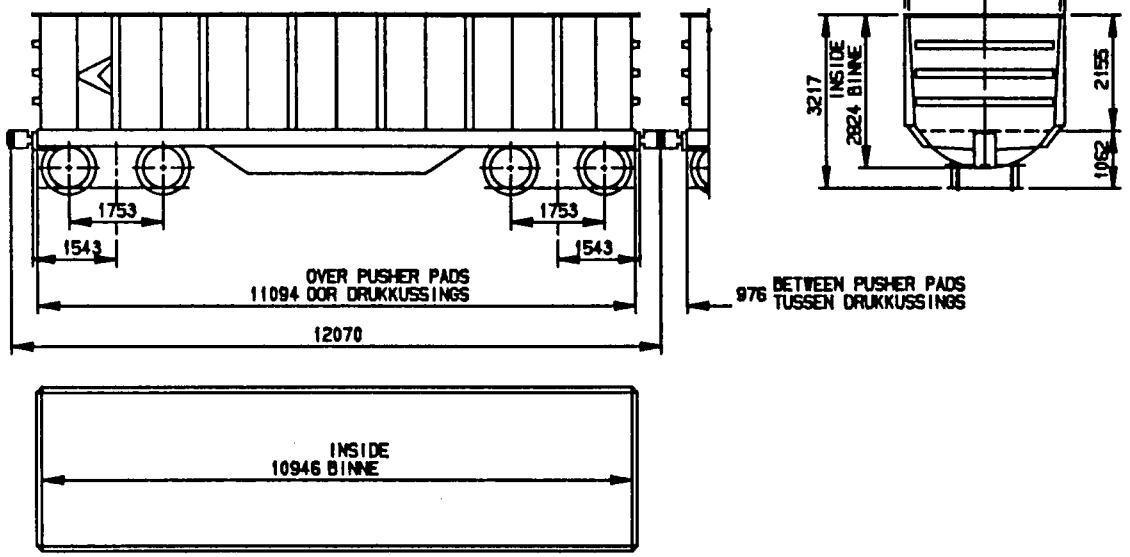
Dual Power – Automatic
A Tweekrag – Outomaties

R Slack Adjuster
Remverstellier

V Vacuum
Vakuum

L Air
Lug

D Dual Power – Manually Operated
Tweekrag – Handbediening




Remarks / Opmerkings: 1- ARROW INDICATES ROTARY COUPLER END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER
PYL DUI DRAAIKOPPELAAR-ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR

| Vehicle Number Range / Voertuignommerreeks | Placed In Service / In Gebruik Geneem |
|---|---|
| 63-026 538/63-038 609<br>63-038 617/63-043 009 | 1978-1982 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CCL-3 | 1993 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D050 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1058 | Tare (Average) / Tarra (Gemiddeld) kg | 21200 |
| Bogie Type / Draaistelltipe | HS Mk III, VII | | | | Load / Vrag | 58000 |
| Bearing Size / Lagergroette | D | | | | Load (Coal) / Vrag (Steenkool) kg | 58000 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | |
| Brake System / Remstelsel | L/A/R | | | | Capacity / Inhoudevermoe $m^3$ | 67.65 |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10x12 | Design Limit – Mass on Rail / Ontwerpilmiet – Massa op Spoor kg | 80000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | COAL<br>STEENKOOL | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V)<br>(L) 72.0 / 22.3 | | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Herziening | | | |
| Coupler / Yoke / Koppelaar / Juk | F/F | | Date / Datum | | | |

CCR-3

Drawgear Equipment - Trekwerkuitrusting

K/K Coupler hydraulic cushioning device
Koppelaar hidroulikse kussingrigting

S/C Centre sill hydraulic cushioning device
Middelbalk hidroulikse kussingrigting

Brake System - Remstelsel

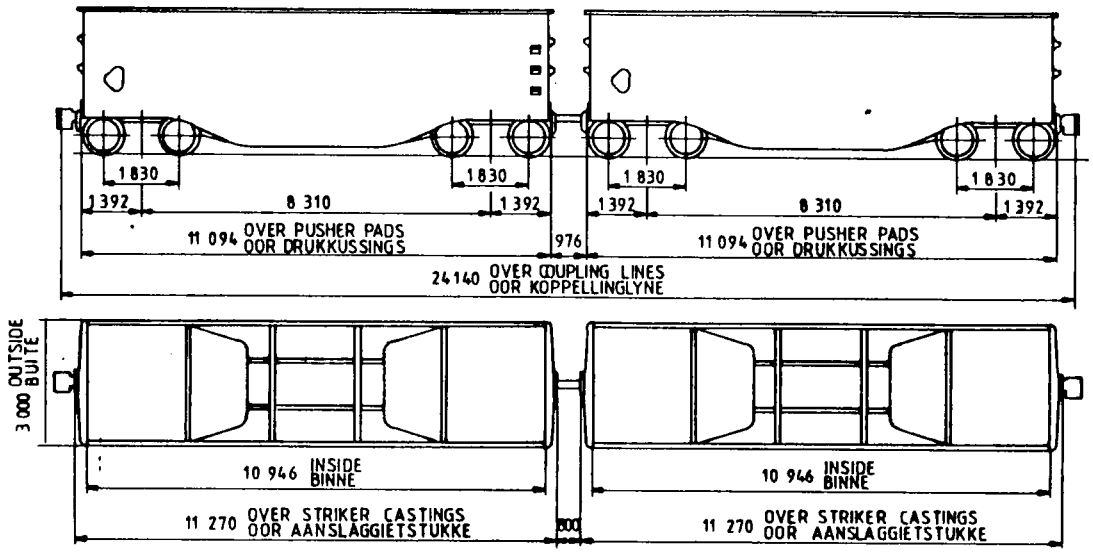
A Dual Power-Automatic
Tweekrag-Outomaties
Slack Adjuster
Remverstelker

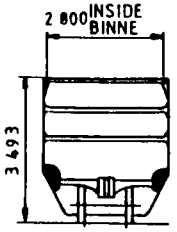
R

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening




ARROW INDICATES ROTARY COUPLER / DRAWBAR END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER / DRAWBAR
PYL DUI DRAAIKOPPELAAR/-TREKSTANG ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR/-TREKSTANG
FITTED WITH "HOLDING BRAKE"
GEPAS MET "VASHOUREM"

**Remarks / Opmerkings**

SET OF 2 WAGONS WITH SEMI-PERMANENT DRAWBAR
STEL VAN 2 TROKKE MET HALFPERMANENTE TREKSTANG

*1 4,5 : 1 BRAKE RATIO / REMVERHOUDING / 915 WHEEL / WIEL

*2 LOADED 84t LEVEL WITH TOP : 1 824 mm
84t GELYK GELAAI TOT BO : 1 824 mm

*3 TOP / BO 76,2 m³ BATH / BAD 9,46 m³

*4 PER WAGON / PER TROK

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 182 / 12 - A21 | |
| Bogie Type / Draaisteltipe | HS MK V *1 | |
| Bearing Size / Laergrootte | F | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 12 / 8 | |
| Brake System / Remstelsel | L / R | |
| Brake Cylinders / Remsilinders | (V) | (L) 2 / 7 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 68,5 / 13,3 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | F / F | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 993 *2 |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 104 000 PER WAGON / PER TROK |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 63-548 380 | 1991 |
| 63-548 399 | 1991 |
| 63-554 895/63-555 026 | (99)1 |

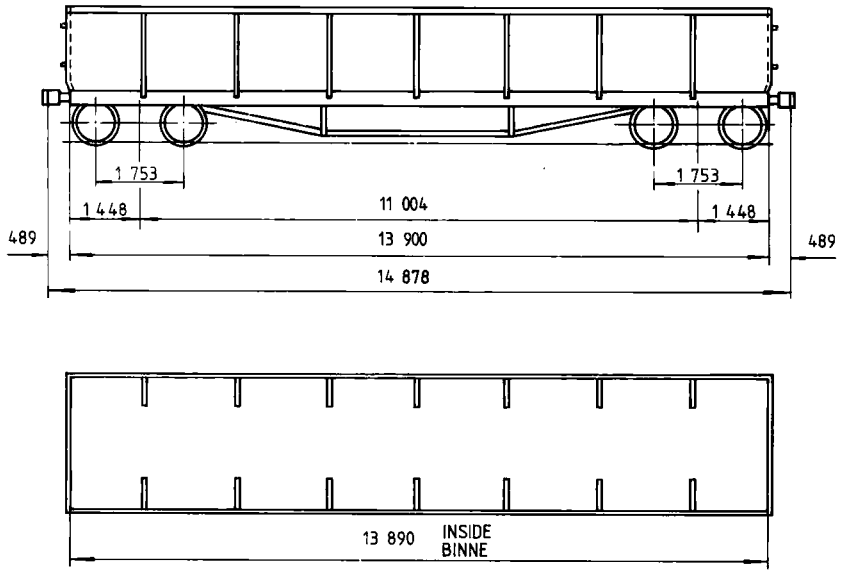
| Converted from / Omskep van | Date / Datum |
|---|---|
| CCL-8 | 1993 |
| | |

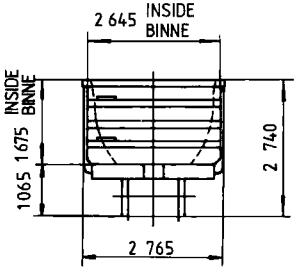
| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 20 250 *4 |
| Load / Vrag | kg | 84 000 *4 |
| Load (Coal) / Vrag (Steenkool) | kg | 84 000 *4 |
| Floor Area / Vloeroppervlakte | m² | |
| Capacity / Inhoudsvermoë | m³ | 85,66 *3 |

# CCR-8

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- RE-CODED FROM CCL-2 / HERKODEER VAN

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 64-000 001/ 64-008 797 | 1979 |
| 64-008 800/ 64-015 386 | 1980-1981 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 168/12-A21 | |
| Bogie Type / Draaisteltipe | HS. Mk. III, HS. Mk. VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/R | |
| Brake Cylinders / Remsilinders | (V) —— | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) —— | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) —— | (L) 68,4/18,8 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | E/ SAR / SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | COAL / STEENKOOL |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 000 |
| Load kg / Vrag kg | 58 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | 58 000 |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 61,1 |
| | |
| | |

# CFL-1

**Drawgear Equipment - Trekwerkuitrusting**

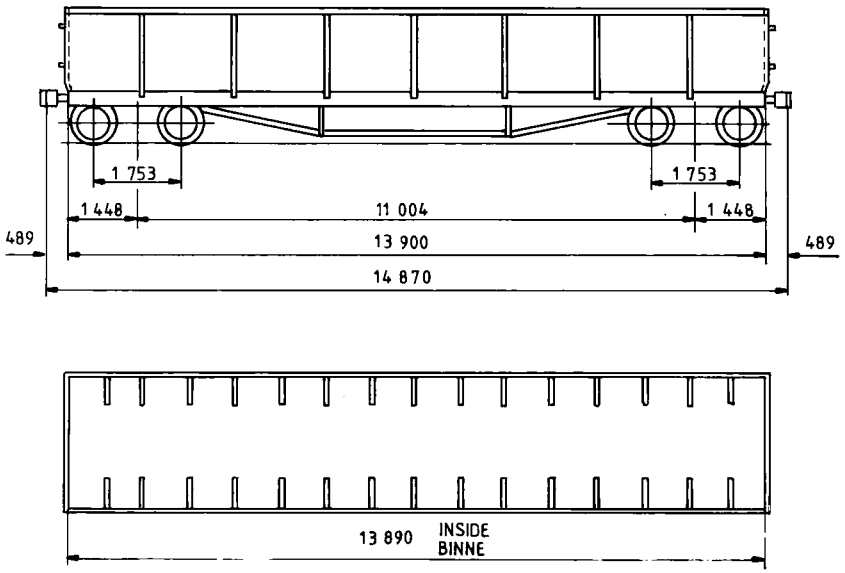
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

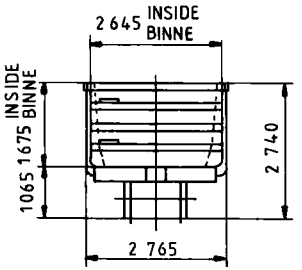
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

Dual Power-Automatic
A Tweekrag-Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks
Opmerkings

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 64-021 009 / 64-024 849 | 1979 - 81 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| CFL-1 | 1990 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS 128/12-C55 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Tare (Average) kg<br>Tarra (Gemiddeld) kg | 20 100 |
| Bogie Type<br>Draaisteltipe | HS. MK. VII | | | | Load kg<br>Vrag kg | 58 000 |
| Bearing Size<br>Laergrootte | D | | | | Load (Coal) kg<br>Vrag (Steenkool) kg | 58 000 |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10 / 10 | | | | Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | |
| Brake System<br>Remstelsel | L / R | | | | Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 61,1 |
| Brake Cylinders<br>Remsilinders | (V) | (L) 1/10 x 12 | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor kg | 80 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) | (L) 32 | Originally designed for<br>Oorspronklik ontwerp vir | COAL<br>STEENKOOL | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) | (L) 73,65 / 20,25 | Converted for<br>Omskep vir | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | E / SAR<br>SAS | | Date<br>Datum | | | |

# CFL-3

23

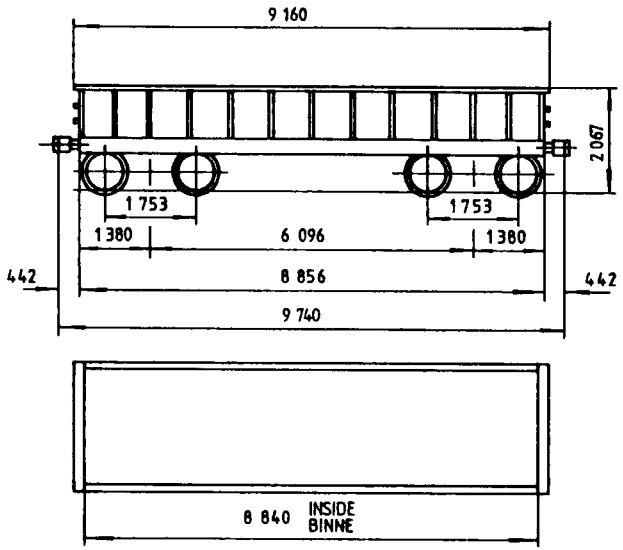
Drawgear Equipment - Trekwerkuitrusting

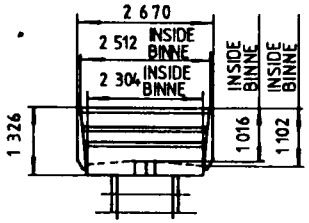
KK Coupler hydraulic cushioning device
Koppelaar hidroulièse kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remsteisel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks :- Opmerkings

*1 W002/D010, W001/D011

*2 ABD AND EN L1 VALVES KLEPPE

*3 BEING EXCHANGED WITH E YOKE
WORD UITGERUIL MET JUK

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D010, *1 | |
| Bogie Type / Draaisteltipe | SPOORBARBER ; HS Mk III / HS Mk VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remsteisel | L / A / R *2 | |
| Brake Cylinders / Remsilinders | (V) — | (L) 1/10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) — | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 69,3/25,2 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS *3 | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 864 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 60-010 002 / 60-031 999 | 1970-71 |
| 60-032 006 / 60 043 008 | 1971-72 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 14 960 |
| Load kg / Vrag | 63 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 22,4 |

CR-1

24

**Drawgear Equipment - Trekwerkuitrusting**

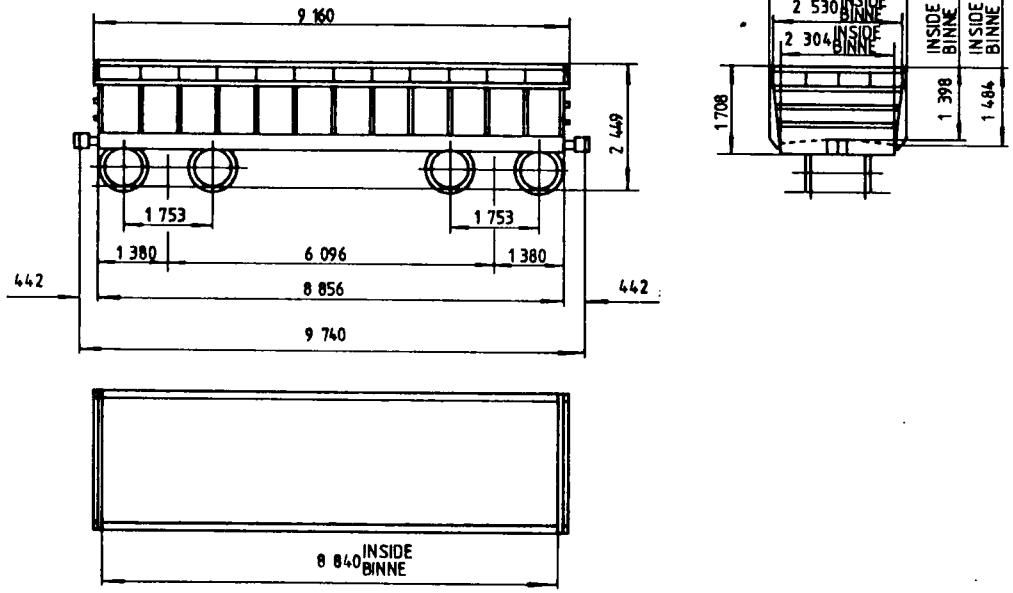
KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussingrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussingrigting

**Brake System - Remstelsel**

Dual Power - Automatic
Tweekrag - Outomaties
A
Slack Adjuster
Remversteller
R

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks : *1 ABD AND EN L1 VALVES KLEPPE

*2 BEING EXCHANGED WITH E YOKE
WORD UITGERUIL MET JUK

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D051 | |
| Bogie Type / Draaisteltipe | SPOORBARBER ; HS Mk III / HS Mk VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | L/A/R *1 | |
| Brake Cylinders / Remsilinders | (V) — | (L) 1/10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) — | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 66,9/25,3 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/ SAR SAS *2 | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 913 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | MANGANESE ORE / MANGAANERTS |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 60-043 016 / 60-048 506 | 1970-1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CR - 1 | 1973 |
| | |

| | |
|---|---|
| Tare (Average) kg / Terra (Gemiddeld) kg | 15 500 |
| Load kg / Vrag kg | 63 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 30,9 |
| | |
| | |

**CR-2**

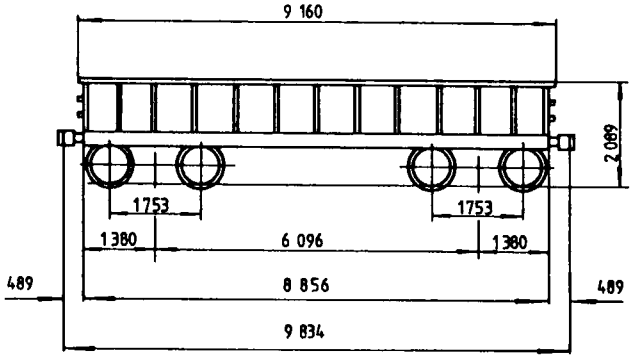
**Drawgear Equipment - Trekwerkuitrusting**

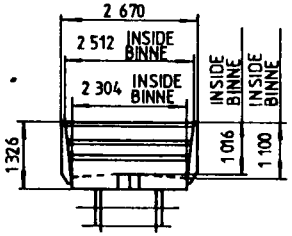
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks :- *1 ABD AND EN L 1 VALVES KLEPPE

*2 BEING EXCHANGED WITH E YOKE
WORD UITGERUIL MET JUK

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D 024 | |
| Bogie Type / Draaisteltipe | SPOORBARBER ; HS Mk III / HS Mk VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | L/A/R *1 | |
| Brake Cylinders / Remsilinders | (V) — | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) — | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 69,1 / 25,1 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | E / SAR SAS *2 | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 864 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | | | Placed in Service / In Gebruik Geneem |
|---|---|---|---|
| 60 - 048 | 514 / 60 - 065 | 001 | 1975 - 1976 |
| 60 - 070 | 528 / 60 - 074 | 426 | 1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 15 000 |
| Load kg / Vrag kg | 63 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 22,3 |

**CR-3**

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

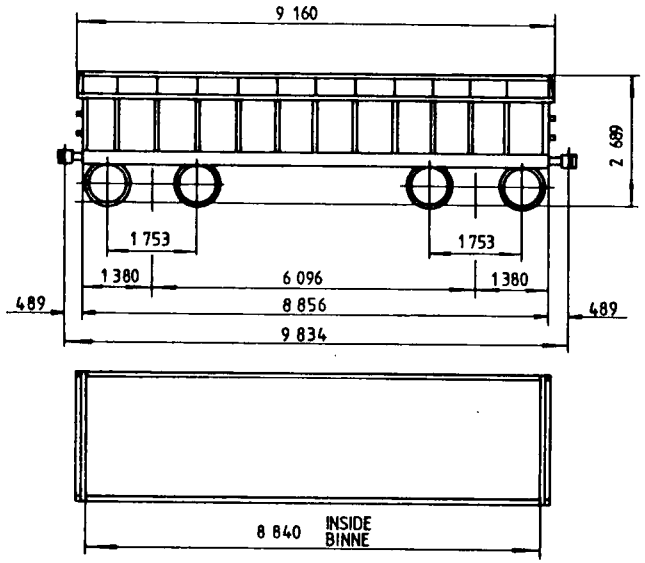
V Vacuum / Vakuum

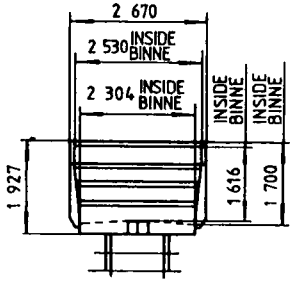
L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




Remarks / Opmerkings :- *1 ABD AND EN L1 VALVES KLEPPE

*4 BEING EXCHANGED WITH WORD UITGERUIL MET E YOKE JUK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| *2 60-065 028 / 60-070 501 | 1975-76 |
| *3 60-099 186 / 60-099 712 | 1975-79 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CR-3 *2 | 1977 |
| CR-3 *3 | 1980 |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D 043 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 913 |
| Bogie Type / Draaisteltipe | SPOORBARBER/HS Mk.VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | L/A/R *1 | | |
| Brake Cylinders / Remsilinders | (V) — | (L) 1 / 10 x 12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) — | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 62,8/25,4 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | E / SAR SAS *4 | | |

| | |
|---|---|
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | ROCK PHOSPHATE / ROTSFOSFAAT |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

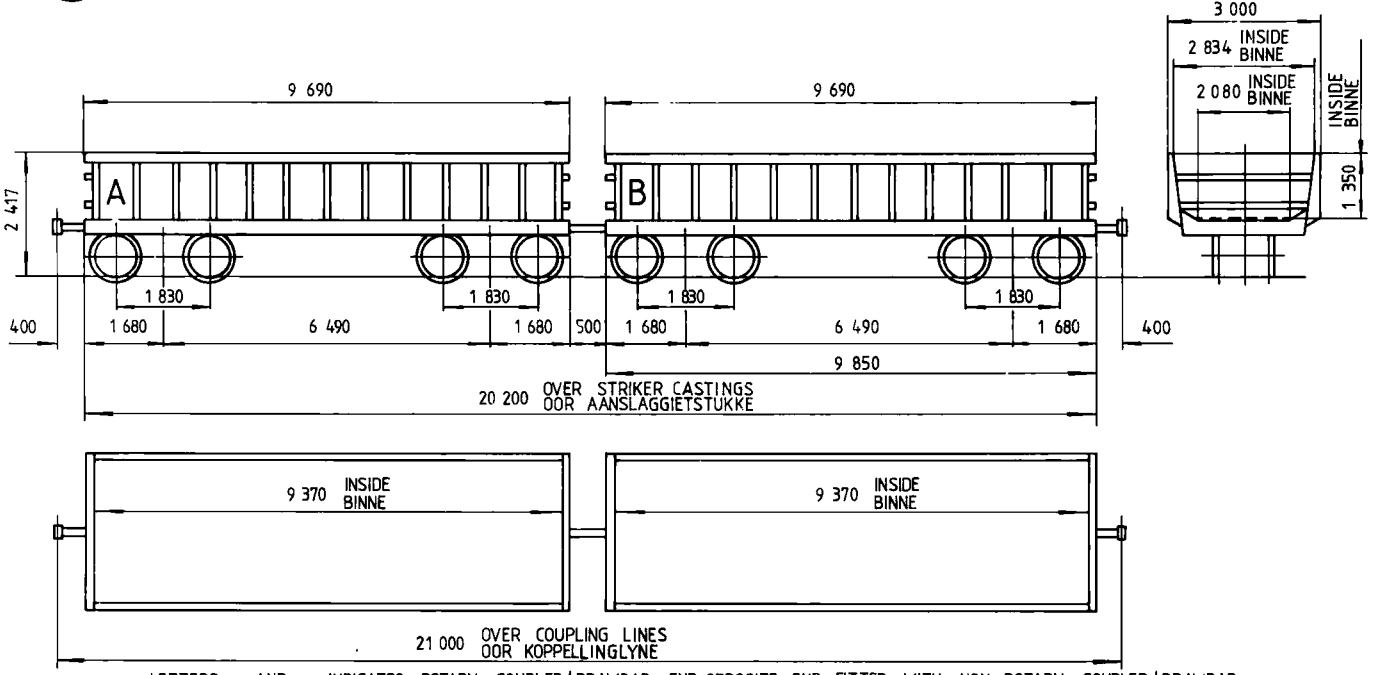
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 16 500 |
| Load kg / Vrag | 63 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 35,8 |

CR-4

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

*6 ASSET OF NORTH-WEST CAPE REGION
BATE VAN NOORDWES-KAAPSTREEK




LETTERS A AND B INDICATES ROTARY COUPLER/DRAWBAR END. OPPOSITE END FITTED WITH NON-ROTARY COUPLER/DRAWBAR
LETTERS A EN B DUI DRAAIKOPPELAAR/-TREKSTANG ENT AAN. TEENOORGESTELDE KANT GEPAS MET NIE-DRAAIENDE KOPPELAAR/TREKSTANG

**Remarks / Opmerkings:**

- SET OF 2 WAGONS WITH SEMI-PERMANENT DRAWBAR / STEL VAN 2 TROKKE MET HALFPERMANENTE TREKSTANG *1
- HAND BRAKE FITTED ON WAGON-A ONLY / SLEGS TROK-A IS VAN HANDREM VOORSIEN
- 1 750 WAGONS BUILT AS TYPE SS-10, Nos. *2
  1 750 TROKKE GEBOU SOOS TIPE SS-10, Nos. *6
- *3 ABDW AND EN L1 VALVES, KLEPPE, Ø 915 WHEEL WIEL
- *2 ABD, B1 AND EN L1 VALVES, KLEPPE, Ø 915 WHEEL WIEL
- *4 PER WAGON TROK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| *2 96 074 434 / 96 093 676<br>*3 96 093 684 / 96 099 178 | 1978 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | DO-SD 437 *2 W001/D053 *3 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 825 |
| Bogie Type / Draaisteltipe | HS Mk II *2 HS Mk V *3 | | |
| Bearing Size / Laergrootte | F | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 12/8 | | |
| Brake System / Remstelsel | L/A/R *1 | | |
| Brake Cylinders / Remsilinders | (V) — | (L) 1/10 × 12 | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) — | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 45,5/15,3 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | F/F | | |

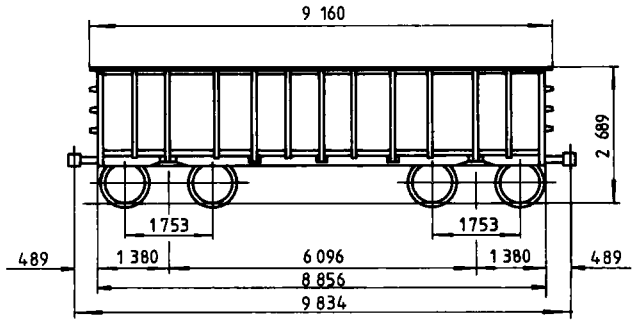
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 104 000 | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS | | | | | | |
| Converted for / Omskep vir | | | | | | | |
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

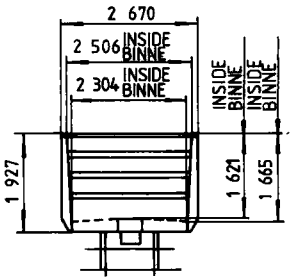
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 18 500 *4 |
| Load kg / Vrag | 81 000 NOM. 85 500 MAX. *4 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 33,3 *4 |

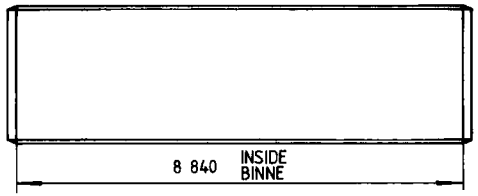
# CR-5

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks :- Opmerkings
✱1 A B DW AND EN L1 VALVES KLEPPE
✱2 ✱3 BEING EXCHANGED WITH WORD UITGERUIL MET E YOKE JUK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ✱3 60-105 224 / 60-110 716 | 1981 - 1982 |
| 60-110 724 / 60-116 218 | 1982 - 1984 |
| ✱3 60-116 226 / 60-123 915 | 1981 - 1982 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 172/12-A21 | | |
| Bogie Type / Draaisteltipe | HS Mk VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | L/A/R ✱1 | | |
| Brake Cylinders / Remsilinders | (V) — | (L) 1/10×12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) — | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 61,5/23,3 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | E/E AND SAR EN SAS ✱2 | | |

| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) kg / Tarra (Gemiddeld) | 16 870 |
| | | Load kg / Vrag | 63 000 |
| | | Load (Coal) kg / Vrag (Steenkool) | |
| | | Floor Area $m^2$ / Vloeroppervlakte | |
| | | Capacity $m^3$ / Inhoudsvermoë | 34,9 |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 | | |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS | | |
| Converted for / Omskep vir | | | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

CR-6

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

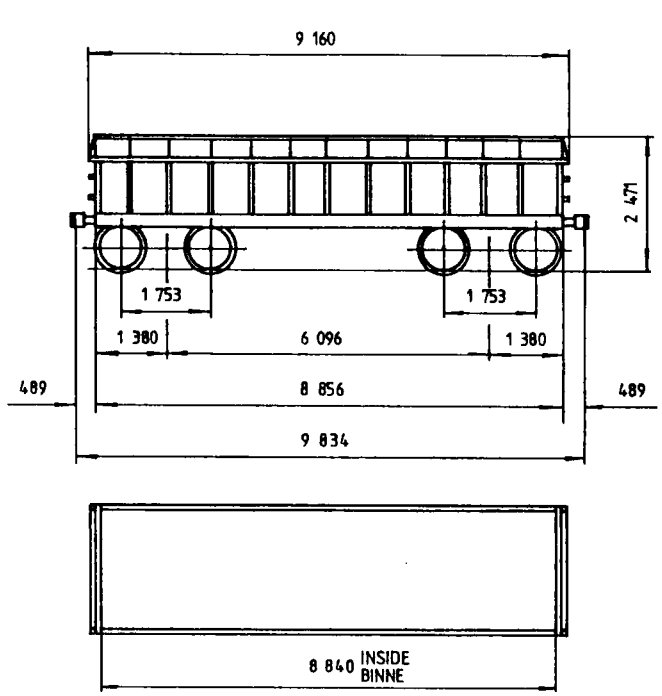
V Vacuum
Vakuum

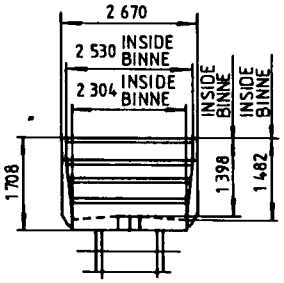
L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remversteller




Remarks :-
Opmerkings

*1 BEING EXCHANGED WITH E YOKE
WORD UITGERUIL MET JUK

| Vehicle Numbers Voertuignommers | Placed in Service In Gebruik Geneem |
|---|---|
| 60 - 099 720/60-105 216 | 1975 - 1977 |

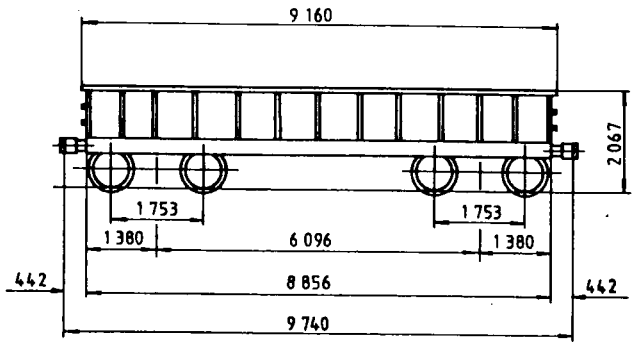
| Converted from Omskep van | Date Datum |
|---|---|
| CR-3 | 1980 - 1981 |
| | |

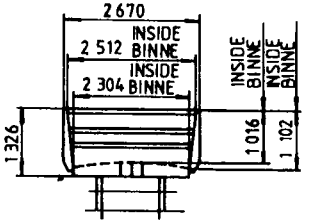
| | | | |
|---|---|---|---|
| Drawing Number Tekeningnommer | W 001/F 030 | | |
| Bogie Type Draaisteltipe | SPOORBARBER, HS Mk III HS Mk VII | | |
| Bearing Size Laergrootte | D | | |
| Springs per Bogie Outer / Inner Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System Remstelsel | L/A/R | | |
| Brake Cylinders Remsilinders | (V) — | (L) 1/10 × 12 | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) — | (L) 32 | |
| Brake Percentage Empty / Loaded Rempersentasie Leeg / Met Vrag | (V) — | (L) 64,8 / 25,2 | |
| Drawgear Equipment Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke Koppelaar / Juk | E/ SAR SAS *1 | | |

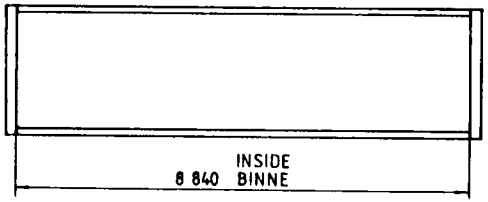
| | | |
|---|---|---|
| Centre of Gravity (Empty) Swaartepunt (Leeg) | 953 | |
| | | |
| | | |
| | | |
| | | |
| Design Limit - Mass on Rail kg Ontwerplimiet - Massa op Spoor | 80 000 | |
| Originally designed for Oorspronklik ontwerp vir | IRON ORE YSTERERTS | |
| Converted for Omskep vir | MANGANESE ORE MANGAANERTS | |
| Revision Hersiening | | |
| Date Datum | | |

| | |
|---|---|
| Tare (Average) kg Tarra (Gemiddeld) | 16 000 |
| Load kg Vrag | 63 000 |
| Load (Coal) kg Vrag (Steenkool) | |
| Floor Area $m^2$ Vloeroppervlakte | |
| Capacity $m^3$ Inhoudsvermoë | 30,9 |
| | |
| | |

# CR-7




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-

*1 W002/D010, W001/D011

*2 ABD AND EN L1 VALVES KLEPPE

*3 ANGLES WELDED TO FLOOR / HOEKPROFIELE AAN VLOER GESWEIS

*4 BEING EXCHANGED WITH E YOKE / WORD UITGERUIL MET JUK

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D010, *1 | |
| Bogie Type / Draaisteltipe | SPOORBARBER; HS MK III / HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/A/R *2 | |
| Brake Cylinders / Remsilinders | (V) – | (L) 1/10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) – | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) – | (L) 69,1/25,2 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/ SAR SAS *4 | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 864 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | SLABS / PLATBLOKKE *3 |

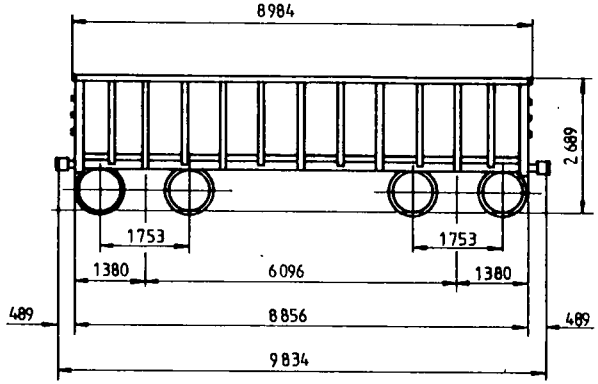
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

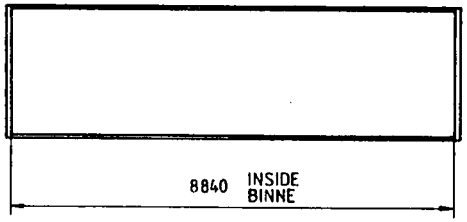
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 60 - 124 008 / 60 - 125 268 | 1970 - 72 |

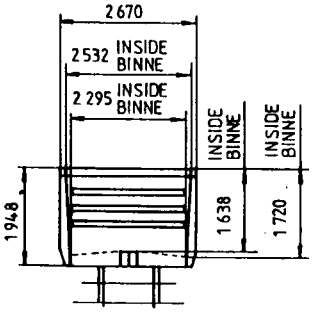
| Converted from / Omskep van | Date / Datum |
|---|---|
| CR-1 | 1982 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 15 000 |
| Load / Vrag | kg | 63 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | |
| Capacity / Inhoudsvermoë | $m^3$ | 22,4 |

# CR-8




**Remarks**
**Opmerkings**

*1 ABD AND EN L1 VALVES KLEPPE

*2 FOR WAGONS WITH TOP EXTENSIONS SEE DRG. VIR TROKKE MET BOVERLENING KYK TEK. UTH 024A000

**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulikse kussingkierigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulikse kussingkierigting

**Brake System - Remsteisel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 188/12-A21/ *2 | |
| Bogie Type / Draaisteltipe | H S Mk VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remsteisel | L/A/R *1 | |
| Brake Cylinders / Remsilinders | (V) — | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) — | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 63,9/23,6 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901E | |
| Coupler / Yoke / Koppelaar / Juk | E/E | |

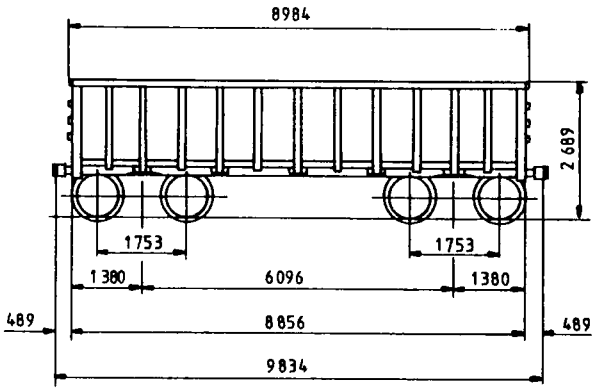
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | |

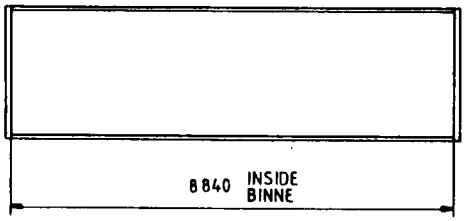
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

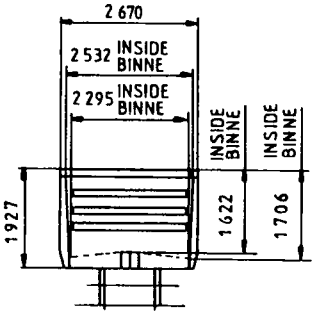
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 60-124 008 / 60-156 953 | 1970 - 1972 |
| Converted from / Omskep van | Date / Datum |
| CR-1,2,8 | 1986 - |
| | |
| Tare (Average) kg / Tarra (Gemiddeld) kg | 16 300 |
| Load kg / Vrag kg | 63 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 35,6 |

# CR-9

87




**Remarks**
**Opmerkings**

*1 — ABD AND EN L1 VALVES KLEPPE

**Drawgear Equipment - Trekwerkuitrusting**

K,K Coupler hydraulic cushioning device
Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussingingrigting

**Brake System - Remstelsel**

A Dual Power-Automatic
Tweekrag-Outomaties
R Slack Adjuster
Remverstelder

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 190/12 A21 | |
| Bogie Type / Draaisteltipe | HS Mk VII | |
| Bearing Size / Lagergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L A R *1 | |
| Brake Cylinders / Remsilinders | (V) — | (L) 1/10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) — | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 64,8/25,4 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | E / E | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | |

| Revision / Herslening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 60 158 018 / 60-168 439 | 1975-1977 |
| 60-168 447 / 60-174 110 | 1975-1979 |
| 60-174 129 / 60-179 600 | 1975-1977 |
| 60-179 619, 60-179 627 | |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CR-3, 4, 7 | 1989-1990 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 16 500 |
| Load / Vrag | kg | 63 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | |
| Capacity / Inhoudsvermoë | $m^3$ | 35,5 |

# CR-10

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

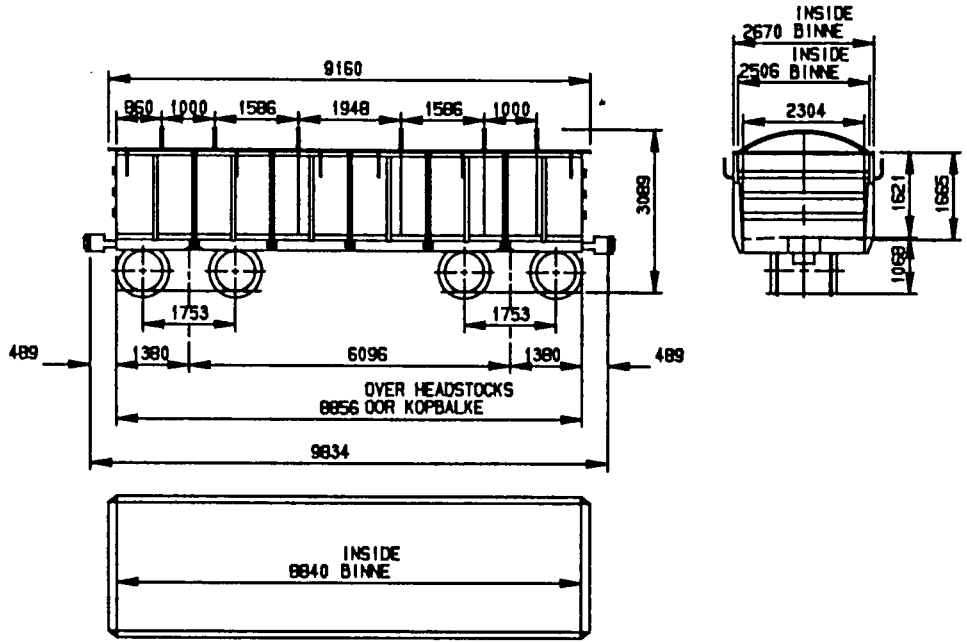
Dual Power - Automatic
A Treekrag - Outomaties

R Slack Adjuster
Raamverstelder

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Treekrag - Handbediening




Remarks
Opmerkings #1

#1 METHOD OF MODIFICATION SEE DRG.NO. RS A108_001_C99
VIR METODE VAN VERANDERING KYK TEK. NO. RS A108_001_C99

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | #1 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | |
| Bogie Type / Draaistelltipe | HS Mk VII | | | | |
| Bearing Size / Lagergrootte | D | | | | |
| Springs per Bogie / Vere per Draaistel — Outer / Inner / Buite / Binne | 10/10 | | | | |
| Brake System / Remstelsel | L/A/R | | | | |
| Brake Cylinders / Remsilinders | (V) - | (L) 1/10x12 | Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 80000 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) - | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS | |
| Brake Percentage — Empty / Loaded / Remperseentasie — Leeg / Met Vrag | (V) (L) 53.3/26.1 | | Converted for / Omskep vir | ROCK PHOSPHATE / ROTSFOSFAAT | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | |
| Coupler / Yoke / Koppelaar / Juk | E/E & SAR/SAS E/E | | Date / Datum | | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 60-105 224 - 60-156 945 | 1975-76 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CR-6,CR-9 | 1993 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) kg | | 19450 |
| Load / Vrag | | 63000 |
| Load (Coal) / Vrag (Steenkool) kg | | |
| Floor Area / Vloeroppervlakte $m^2$ | | |
| Capacity / Inhoudevermoe $m^3$ | | 34.9(CR-6) 35.6(CR-9) |

CR-11

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

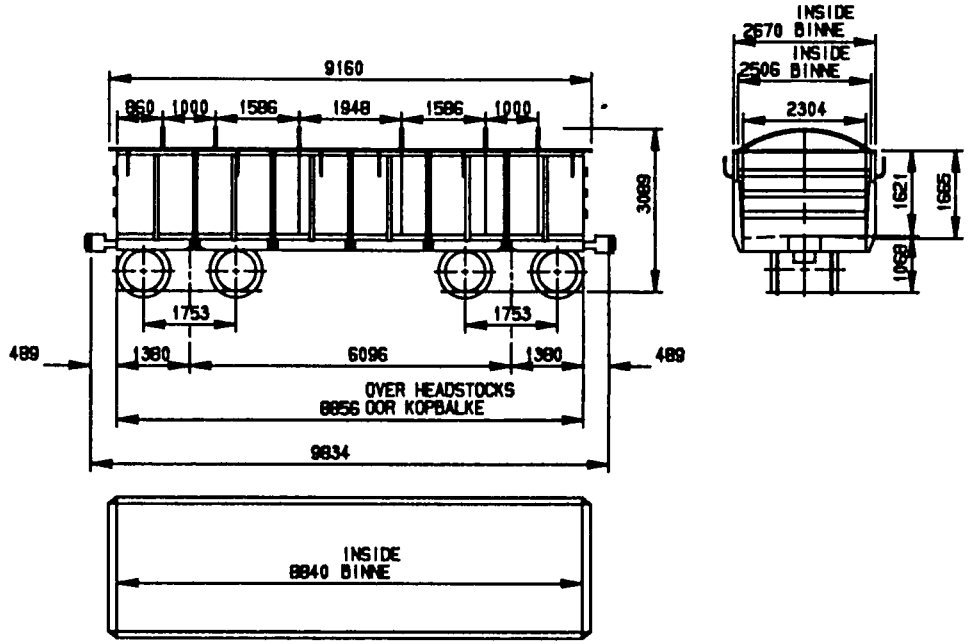
A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remverstteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening




Remarks
Opmerkings 1-

#1 METHOD OF MODIFICATION SEE DRG.NO. RS A108_001_C99
VIR METODE VAN VERANDERING KYK TEK. NO. RS A108_001_C99

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | #1 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | | | | Tare (Average)<br>Tarra (Gemiddeld) kg | 19450 |
| Bogie Type<br>Draaistelltipe | HS Mk VII | | | | | | | Load<br>Vrag | 63000 |
| Bearing Size<br>Lagergrootte | D | | | | | | | Load (Coal)<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | | | | Floor Area<br>Vloeroppervlakte $m^2$ | |
| Brake System<br>Remstelsel | L/A/R | | | | | | | Capacity<br>Inhoudevermoe $m^3$ | 34.9(CR-6)<br>35.6(CR-9) |
| Brake Cylinders<br>Remsilinders | (V) - | (L) 1/10x12 | Design Limit - Mass on Rail<br>Ontwerplimiet - Massa op Spoor kg | | 80000 | | | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) - | (L) 32 | Originally designed for<br>Oorspronklik ontwerp vir | | IRON ORE<br>YSTERERTS | | | | |
| Brake Percentage Empty / Loaded<br>Remperseentasie Leeg / Met Vrag | (L) 53,5/26,2 | | Converted for<br>Omskep vir | | ROCK PHOSPHATE<br>ROTSFOSFAAT | | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | | | | |
| Coupler / Yoke<br>Koppelaar / Juk | E/E & SAR/SAS<br>E/E | | Date<br>Datum | | | | | | |

| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 60-105 224 - 60-156 945 | 1975-76 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| CR-6,CR-9 | 1993 |
| | |

# CRM-11

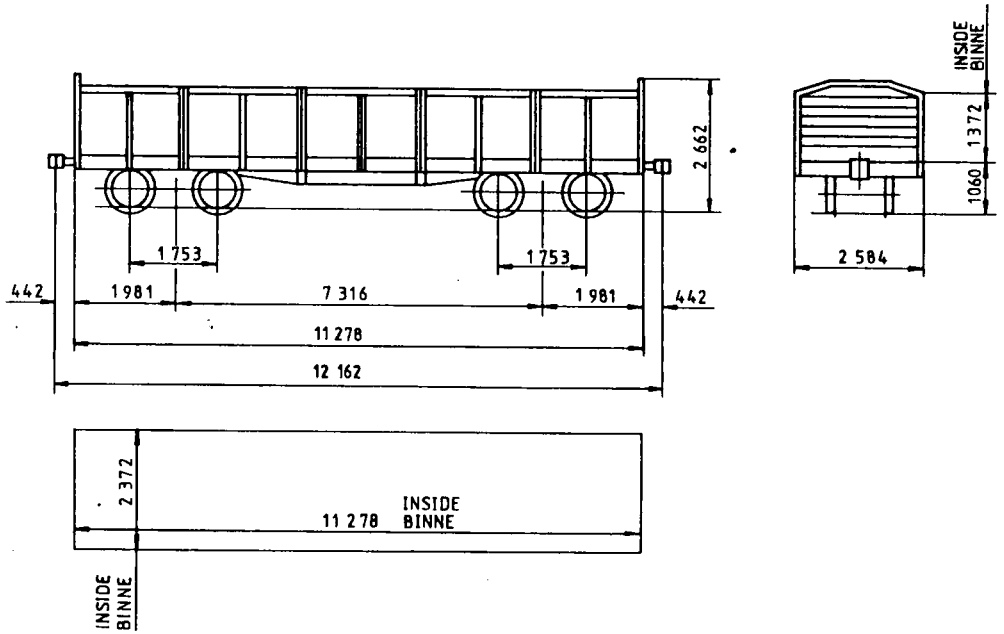
**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 159/12-A21 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 10 × 5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) – |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,8 /25,2 | (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 768 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60000 |
| Originally designed for / Oorspronklik ontwerp vir | SUGAR / SUIKER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 61-010 006 / 61-015 490 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

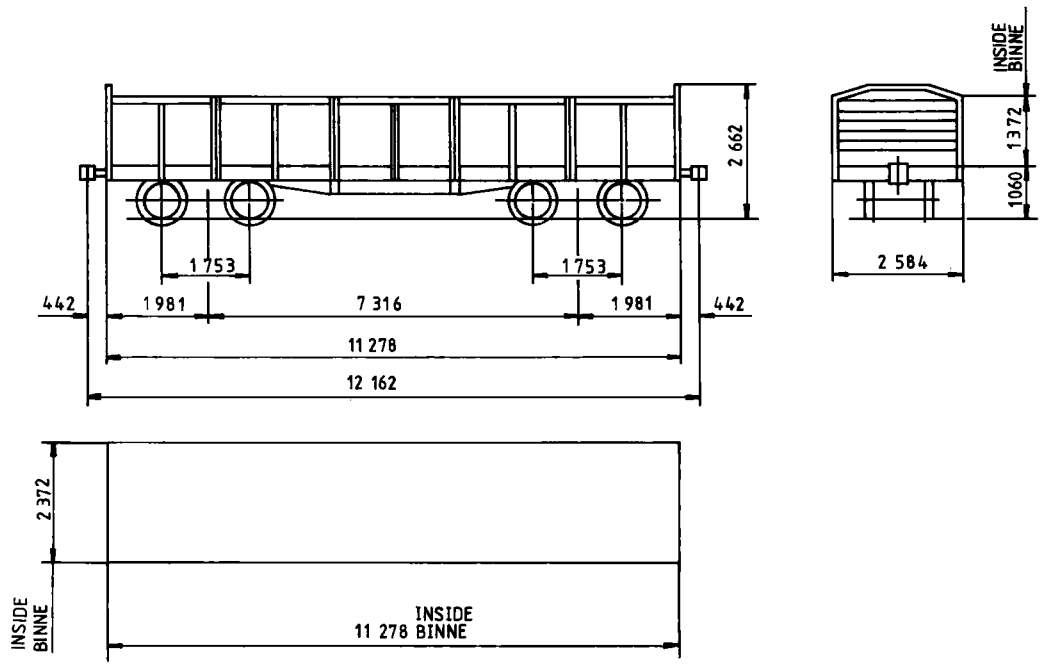
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 780 |
| Load kg / Vrag kg | 42 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 36,7 |

CS-1

89

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 61-010 006 / 61-015 490 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| CS-1 | 1985 - |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 159/12-A21 |
| Bogie Type / Draaisteltipe | SARCAST |
| Bearing Size / Laergrootte | 10 × 5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) – |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,8 / 25,2 (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 768 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60000 |
| Originally designed for / Oorspronklik ontwerp vir | SUGAR / SUIKER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 17 780 |
| Load kg / Vrag | 42000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë | 36,7 |
| | |
| | |

CSJ-1

**Drawgear Equipment · Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System · Remstelsel**

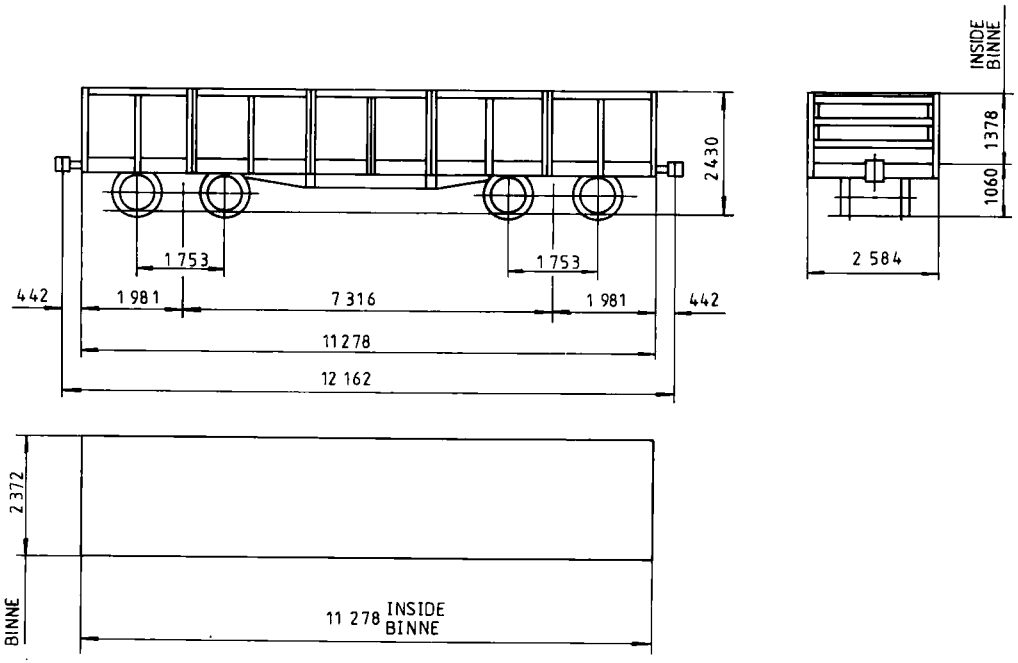
A Dual Power-Automatic
Tweekrag-Outomaties

R Slack Adjuster
Remversteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening




**Remarks**
**Opmerkings**

✳1 CANCAR
DIAMOND FRAME /RUITRAAM
SARCAST

✳2 ex B-1 81,2 / 24,4
ex B-2 82,5 / 26,3
ex B-3 86,1 / 26,7

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 121/12-C55 | |
| Bogie Type / Draaisteltipe | ✳1 | |
| Bearing Size / Laergrootte | 10 × 5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) – |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) ✳2 | (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 768 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 61-016 004 / 61-018 740 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| B-1, B-2, B-3 | 1986 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 500 |
| Load kg / Vrag kg | 42 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 36,7 |

**CSJ-2**

SPOORNET

Drawgear Equipment – Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device / Koppelaar Hidrouliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device / Middelbalk Hidrouliese Kussinginrigting

Brake System – Remstelsel

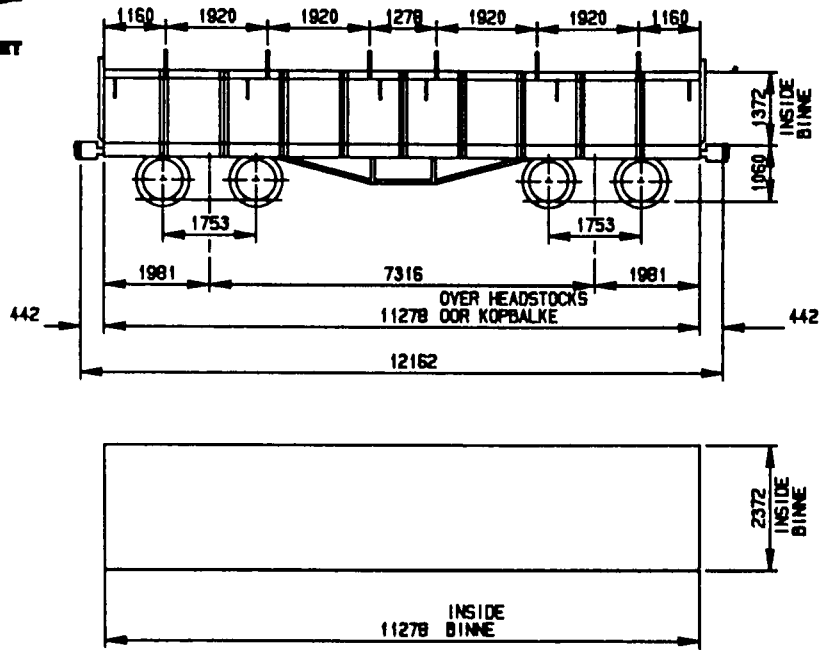
Dual Power – Automatic / Tweekrag – Outomaties

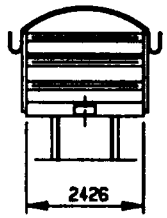
R Slack Adjuster / Remverstellers

Dual Power – Manually Operated / Tweekrag – Handbediening

V Vacuum / Vakuum

L Air / Lug




Remarks / Opmerkings 1-

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 61-024 252 / 61-024 732 | 1973-77 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| B-2 | 1993 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A222_001_C99 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 16700 |
| Bogie Type / Draaistelitipe | SARCAST | | | | Load / Vrag | 44000 |
| Bearing Size / Lagergrootte | 10 x 5 | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | | | Floor Area / Vloeroppervlakte $m^2$ | 26.8 MAX. / MAKS. |
| Brake System / Remstelsel | V/R (AAR) | | | | Capacity / Inhoudevermoë $m^3$ | 36.7 MAX. / MAKS. |
| Brake Cylinders / Remsilinders | (V) 2/18 | | Design Limit – Mass on Rail / Ontwerplimiet – Massa op Spoor kg | | | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65(50) | | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 90,3/24,9 | | Converted for / Omskep vir | SULPHUR SLAG / SULFAAT SLAK | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Herstelning | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/ SAR / SAS | | Date / Datum | | | |

CSMJ-1

91

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

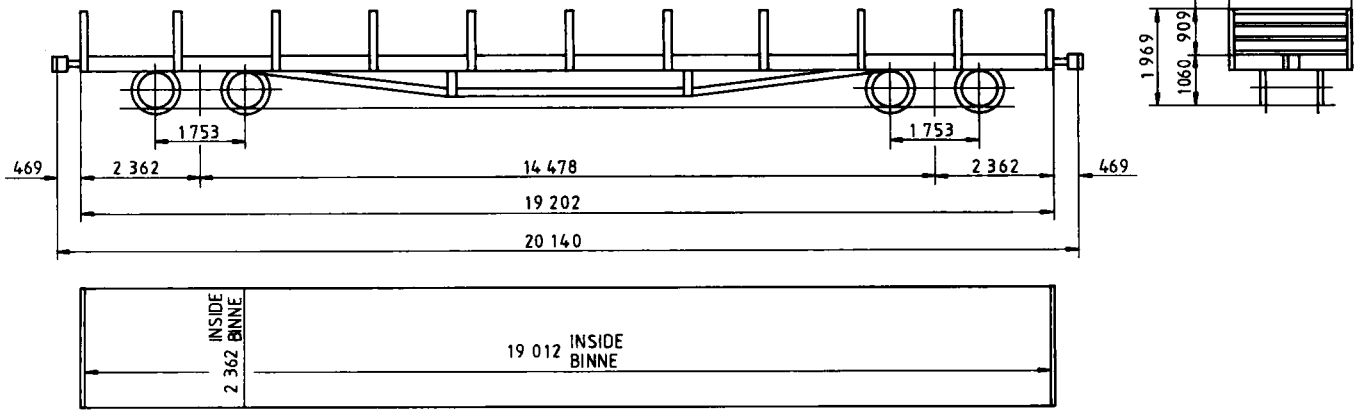
A Dual Power - Automatic / Tweekrag - Outomaties

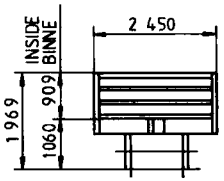
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22-010 041 | 1937 |
| 22-010 068 | 1937 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DAZ-1 | 1982- |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W1/9 500 CE No. A1/14771 |
| Bogie Type / Draaisteltipe | DIAMOND FRAME RUITRAAM |
| Bearing Size / Laergrootte | 11 × 5½ |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 6 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2 / 24 (L) — |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 50 / 65 (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 93,6 / 29,2 (L) — |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMAL VRAGTE |
| Converted for / Omskep vir | |

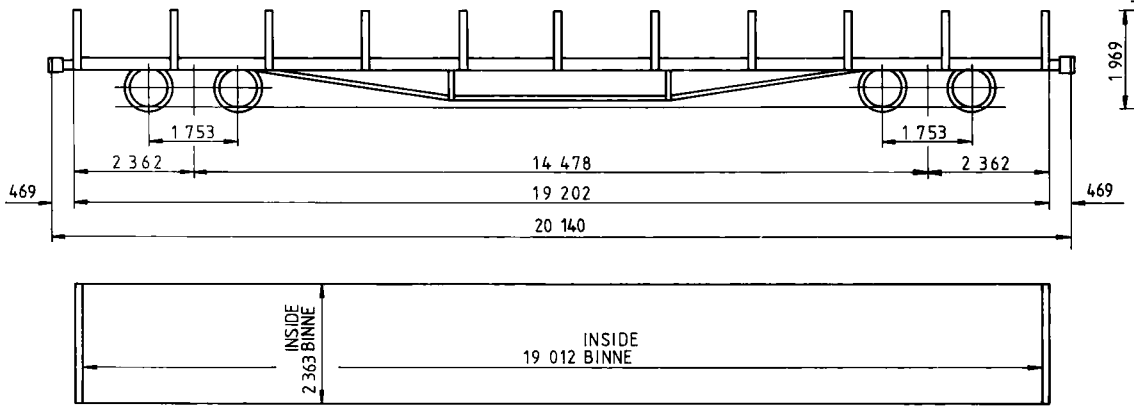
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

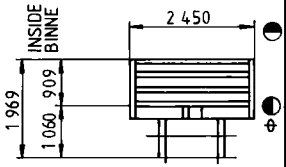
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 770 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,8 |
| | |
| | |

# DAJ-1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties / Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag-Handbediening




Remarks / Opmerkings :-
* 21 CYLINDERS / SILINDERS 90,93 / 28,15
24 CYLINDERS / SILINDERS 94,7 / 29,3 ◓
RECODED FROM / HERKODEER VAN DAZ-2

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22 - 011 005 / 22 - 011 226 | 1949 |
| 22 - 011 234 / 22 - 011 552 | 1953 |
| 22 - 011 560 / 22 - 012 109 | 1959 |
| 22 - 012 117 / 22 - 012 656 | 1965 |
| 22 - 012 644 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| Z | 1982 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W1/10865 |
| Bogie Type / Draaisteltipe | DIAMONDFRAME / RUITRAAM / SARCAST |
| Bearing Size / Laergrootte | 11 x 5½ |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 6 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/21 2/24 (L) |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 50 65◐ (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) * (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR / SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

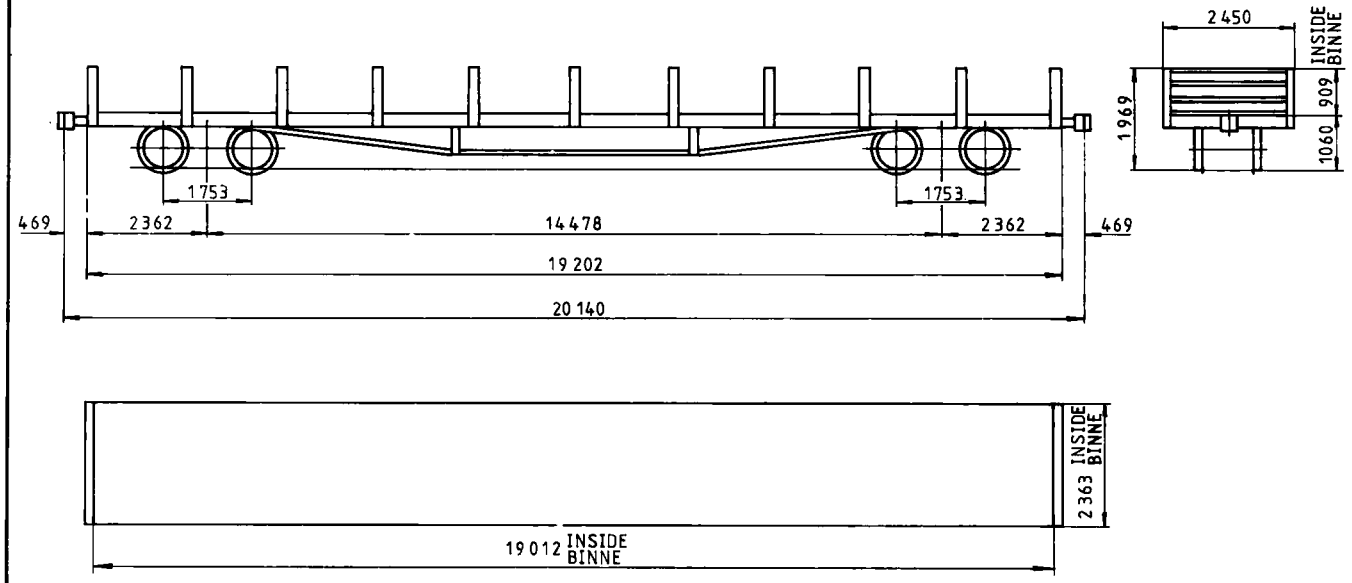
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 520 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë | 40,8 |

# DAJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks : RECODED FROM DAZ-3
Opmerkings : HERKODEER VAN DAZ-3

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22-013 091 | 1969 |
| 22-013 105 | 1969 |
| 22-013 318 | 1969 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 1/10865 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/8 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) – | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) – | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 88,4 / 27,9 | (L) – | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

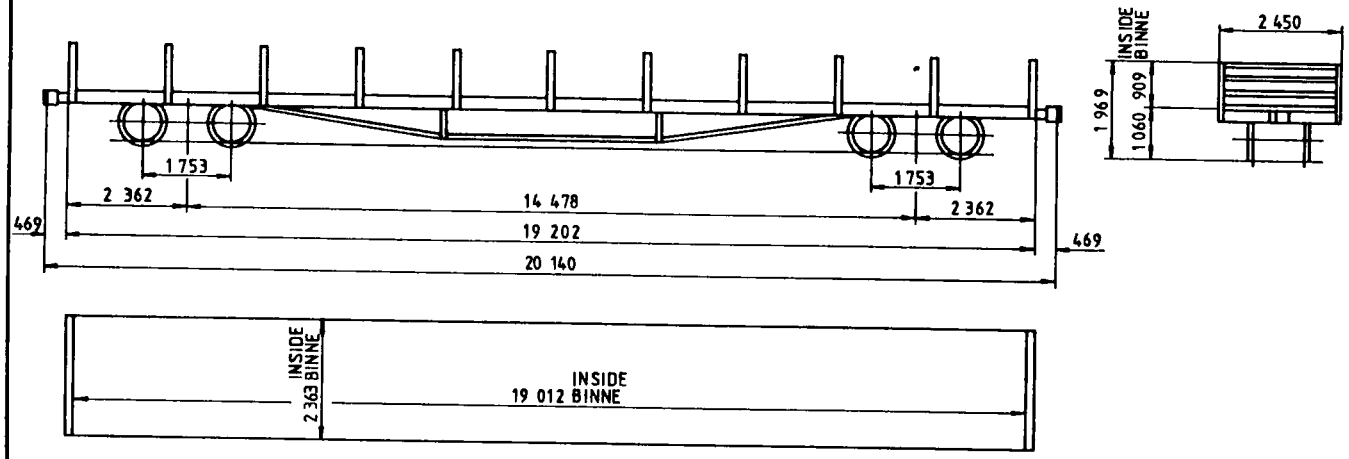
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 22 130 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë | 40,8 |

# DAJ-3

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting




Remarks :- RECODED FROM DAZ-4
Opmerkings :- HERKODEER VAN

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22-014 004 , 22-014 055 | 1972 |
| 22-014 071 , 22-014 144 | 1972 |
| 22-014 160 , 22-014 217 | 1972 |
| 22-014 241 | 1972 |
| 22-016 767 | |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remverstelker

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 3027/12-000 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/8 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,43/23,33 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR SAS | |

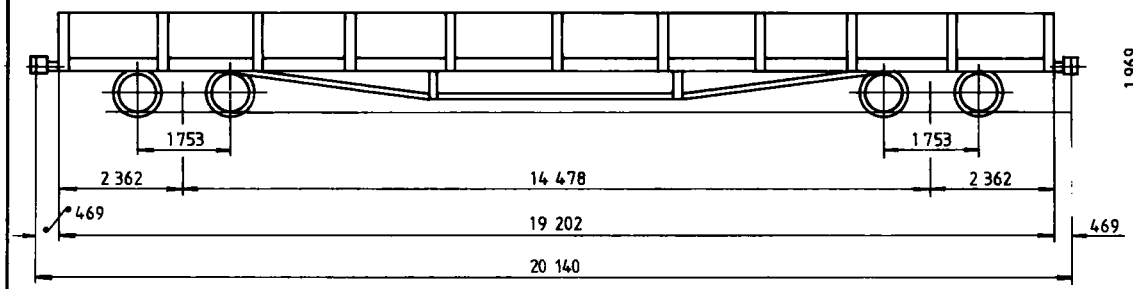
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

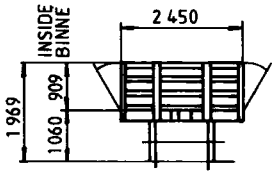
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

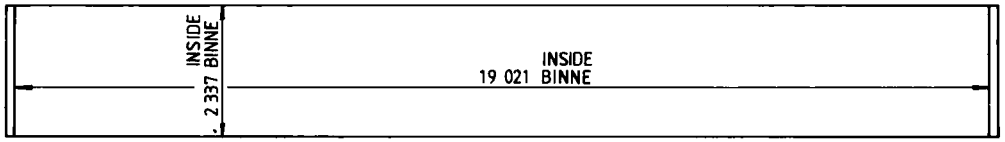
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 910 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,8 |
| | |
| | |

# DAJ-4

95




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag-Handbediening

Remarks : RECODED FROM DA-5
Opmerkings : HERKODEER VAN

| Vehicle Numbers / Voertuignommers | | Placed in Service / In Gebruik Geneem |
|---|---|---|
| 22-014 578, | 22-014 586 | 1974 |
| 22-014 594, | 22-014 608 | 1974 |
| 22-014 616, | 22-014 624 | 1974 |
| 22-014 632, | 22-014 640 | 1974 |
| 22-014 659, | 22-014 667 | 1974 |
| 22-014 691, | 22-014 705 | 1974 |
| 22-014 721, | 22-014 748 | 1974 |
| 22-014 756, | 22-014 764 | 1974 |
| 22-014 772, | 22-014 780 | 1974 |
| 22-015 507, | 22-015 612 | 1974 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

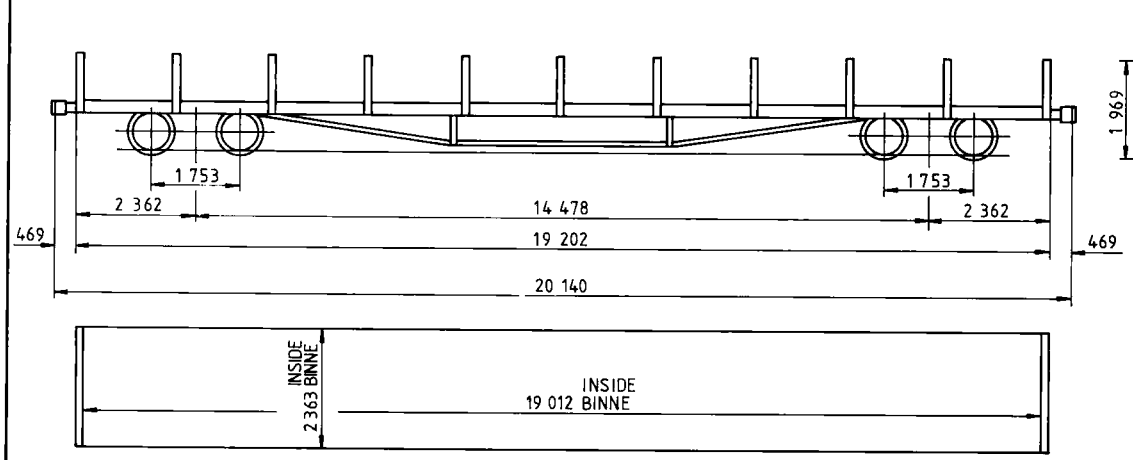
| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/F013 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/8 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) — | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,7/29,0 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR SAS | | |

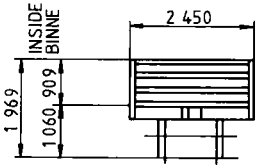
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 720 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 910 |
| Load kg / Vrag | 46 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 44,5 |
| Capacity $m^3$ / Inhoudsvermoë | 40,4 |
| | |
| | |

# DAJ-5




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks :- RECODED FROM DAZ-6
Opmerkings :- HERKODEER VAN

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22 - 015 647 / 22 - 016 759 | 1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D 045 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 | | |
| Brake System / Remstelsel | V / R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 85,68/26,85 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

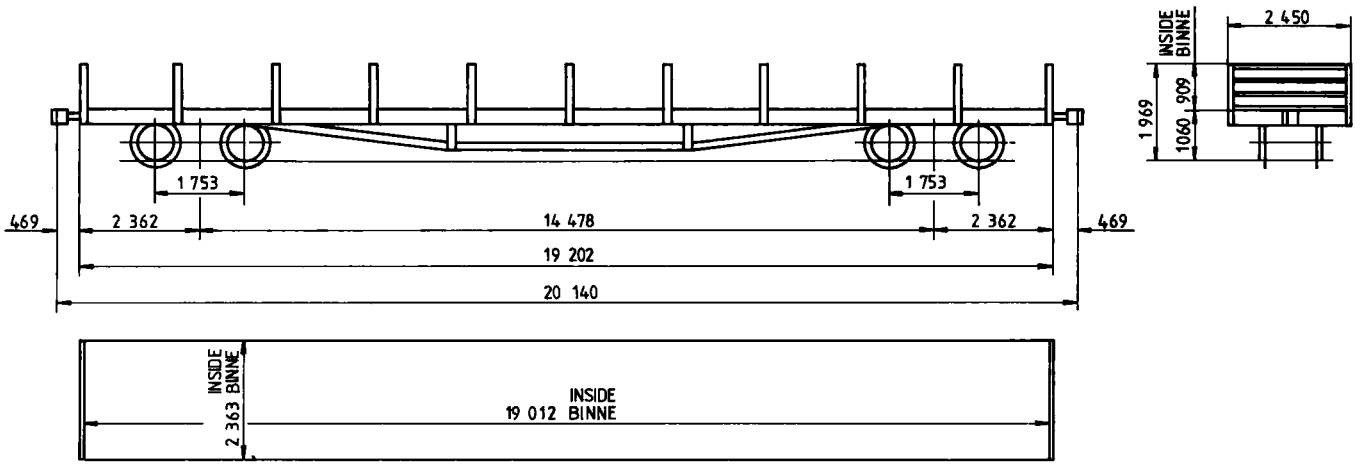
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 910 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,8 |

# DAJ - 6

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller







Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22 - 010 017 | 1937 |
| 22 - 010 025 | 1937 |
| 22 - 010 076 | 1937 |
| 22 - 010 092 | 1937 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DA-1 | 1979 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W1 / 9 500 CE No A1 / 14771 | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME RUITRAAM | | |
| Bearing Size / Laergrootte | 11 × 5 1/2 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 6 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 24 | (L) — | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 50 / 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 93,6 / 29,2 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M | SAR / SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

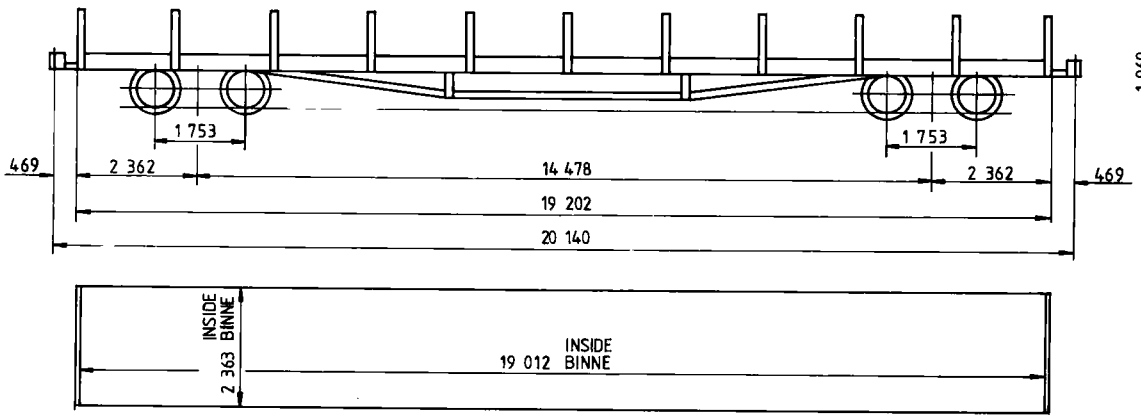
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

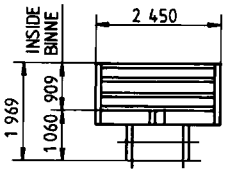
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 770 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë | 40,8 |
| | |
| | |

# DAZ -1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




×2
×1

Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22-011 005 / 22-011 226 | 1949 |
| 22-011 234 / 22-011 552 | 1953 |
| 22-011 560 / 22-012 109 | 1959 |
| 22-012 117 / 22-012 656 | 1965 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DA-2 | 1979 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W1/10865 |
| Bogie Type / Draaisteltipe | DIAMOND FRAME / RUITRAAM / SARCAST |
| Bearing Size / Laergrootte | 11 × 5½ |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 6 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/21 ×1, 2/24 ×2 (L) — |
| Train Pipe / Treinpyp, Brake Pipe / Rempyp | (V) 65 × 2, 50 (L) — |
| Brake Percentage Empty / Loaded, Rempersentasie Leeg / Met Vrag | (V) 90,9/28,1 ×1, 94,7/29,3 ×2 (L) — |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR, SAS |

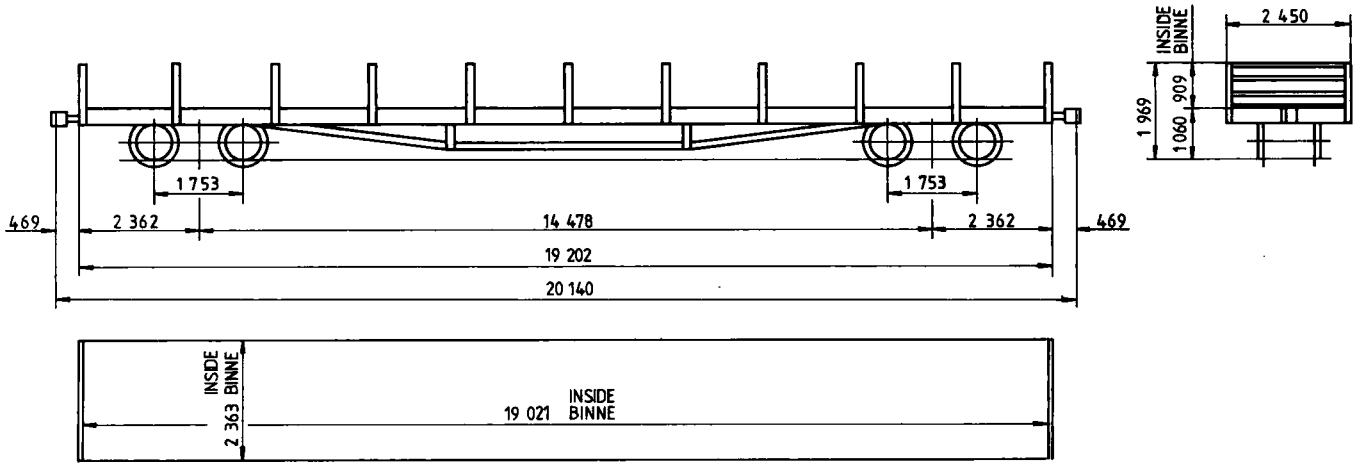
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 520 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 45 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,8 |
| | |
| | |

# DAZ-2

99







Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22 - 015 434 | 1974 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DA - 5 | 1979 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / F 013 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 | | |
| Brake System / Remstelsel | V / R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 (L) — | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (L) — | Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 92,5 / 29,0 (L) — | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR SAS | Date / Datum | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 910 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë | 40,8 |

# DAZ - 5

100

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remsteisel

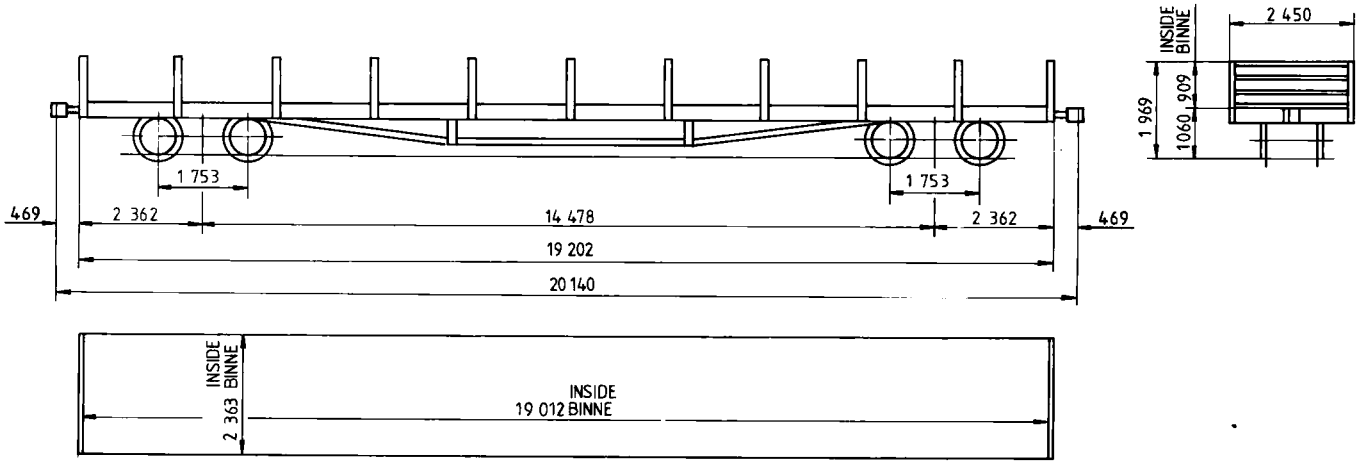
A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remverstelller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 22-015 647 / 22-016 740 | 1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DA-6 | 1979 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D 045 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 | | |
| Brake System / Remstelsel | V / R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) — | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 85,7 / 26,9 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / | SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

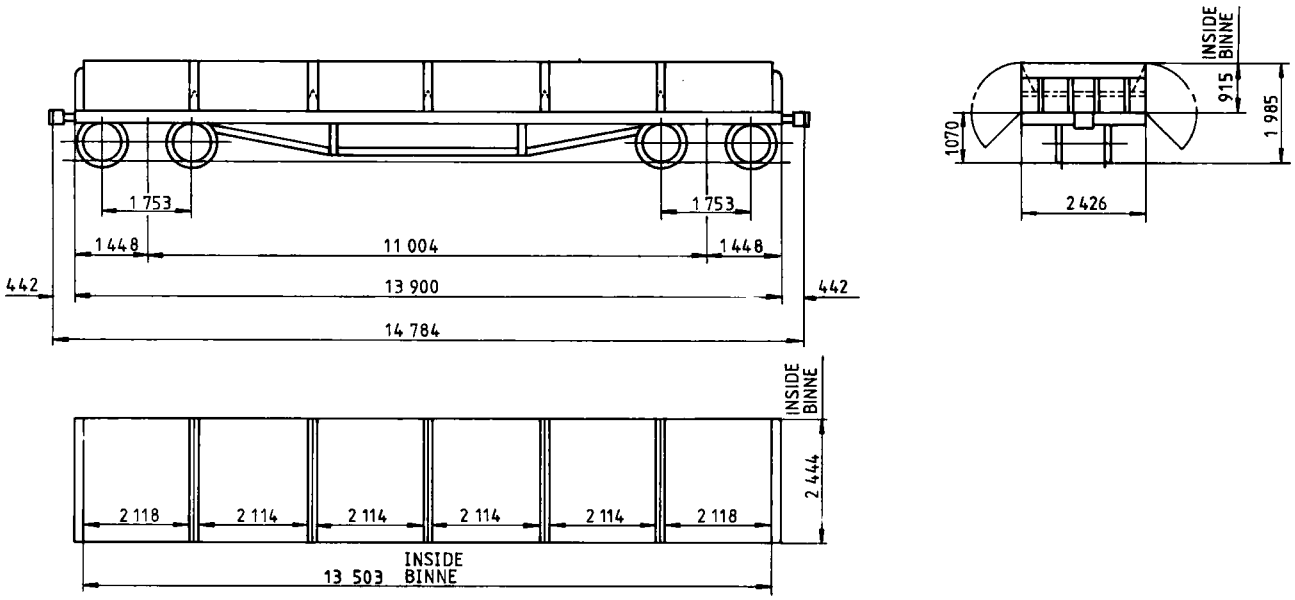
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 910 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,8 |
| | |
| | |

# DAZ - 6

101

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening







Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-900 009 / 51-901 218 | 1977 - 1978 |

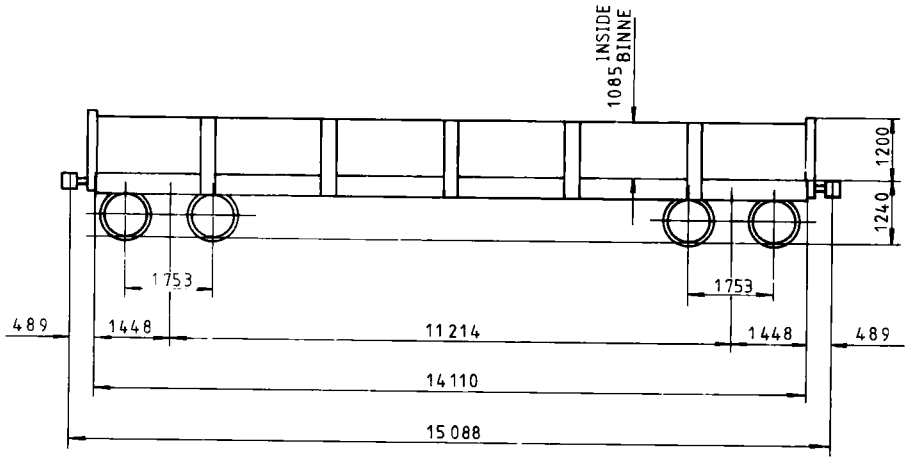
| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ-10 (51 - 506 076 / 51 - 509 334) | 1979<br>1980 |
| | |

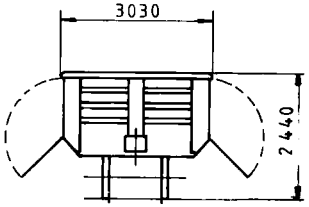
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 4862/12-000 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 836 | Tare (Average) kg / Tarra (Gemiddeld) kg | 21 600 |
| Bogie Type / Draaisteltipe | HS MK III | | | | Load kg / Vrag kg | 52 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) kg / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 31 |
| Brake System / Remstelsel | L/R | | | | Capacity $m^3$ / Inhoudsvermoë $m^3$ | 29 |
| Brake Cylinders / Remsilinders | (V) — | (L) 1/10×12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor kg | 74 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) — | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) — | (L) 74,2/21,8 | Converted for / Omskep vir | CONCENTRATES (LEAD, COPPER, ZINC)<br>KONSENTRATE (LOOD, KOPER, SINK) | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | | | |

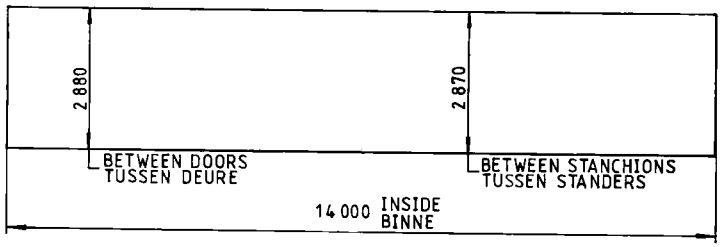
# DBL-1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 55-010 008 / 55-018 785 | 1985 - 87 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D081 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) 1/10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 76,6 / 22,01 | (L) 69,7 / 20,04 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | E/E | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 875 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23 000 |
| Load kg / Vrag kg | 57 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 40,2 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 43,6 |
| | |
| | |

DGLJ-1

103

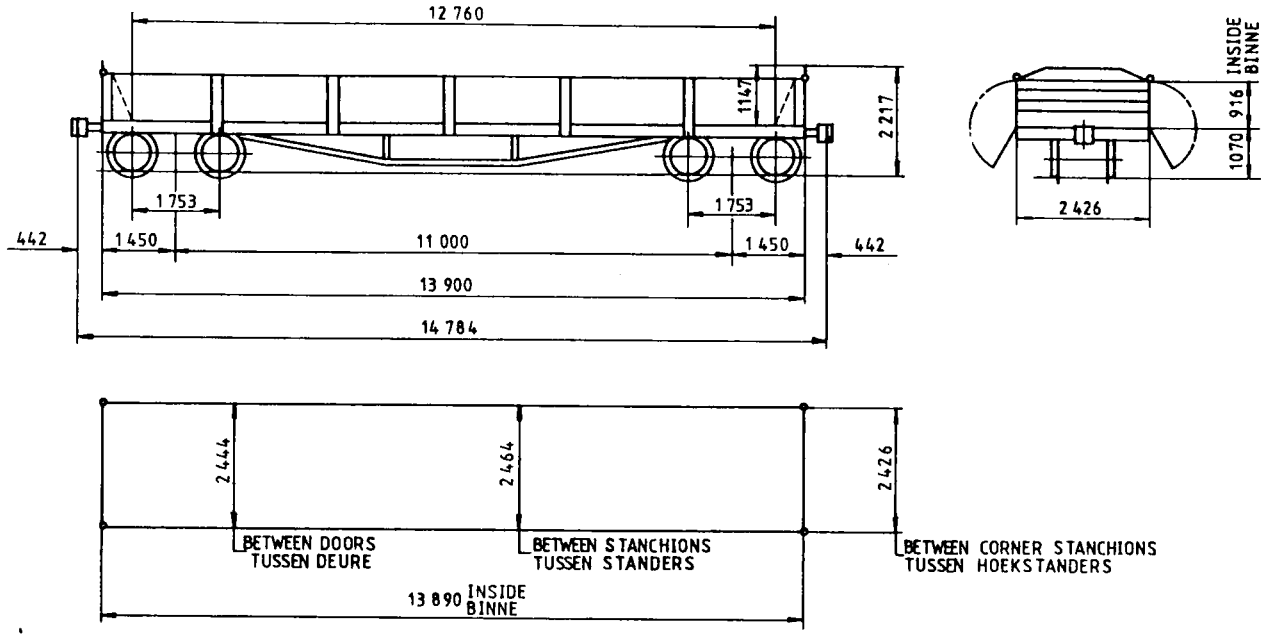
Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidroulièse kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulièse kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- * 1 IN SERIES / IN REEKS 51-440 024 / 51-462 044

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D025 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remsteisel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) — | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,7 / 23,6 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 26-440 024 / 26-462 044 | 1974 - 75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ/A-11 * 1 | 1978 |
| | |

| | |
|---|---|
| Tare (Average) / Tarra (Gemiddeld) kg | 19 900 |
| Load / Vrag kg | 54 000 |
| Load (Coal) / Vrag (Steenkool) kg | |
| Floor Area / Vloeroppervlakte $m^2$ | 34 |
| Capacity / Inhoudsvermoë $m^3$ | 31 |
| | |
| | |

DJ-1

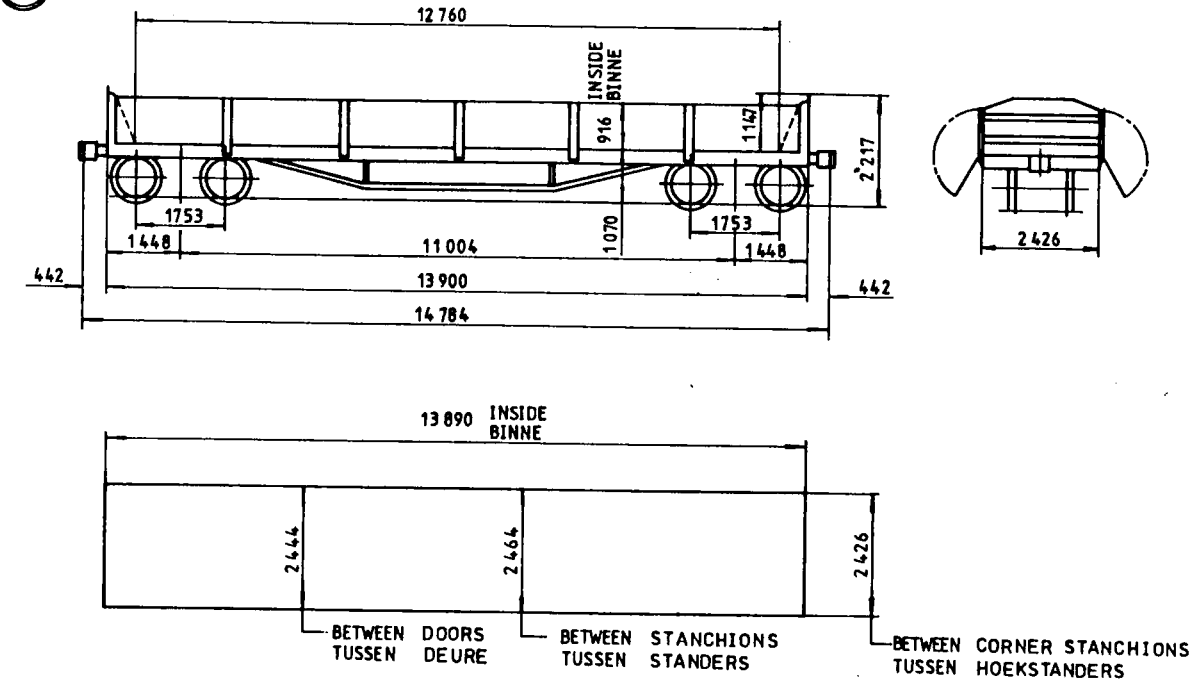
**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remverstelter




✕1

Remarks
Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 164/12 - A21 | |
| Bogie Type / Draaisteltipe | SPOORBARBER HS Mk III ✕1 | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/R (AAR) | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,33/23,57 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S | SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 26-440 008/26-440 016 | 1973 |
| 26-462 052/26-479 133 | 1974 - 75 |
| 26-479 621/26-490 633 | 1975 - 76 |
| 26-490 641/26-500 523 | 1975 - 76 |
| 26-500 531/26-505 762 | 1976 - 77 |
| 26-505 770/26-509 334 | 1977 - 78 |
| 26-511 541/26-519 232 | 1975 - 76 |
| 26-519 240/26-536 838 | 1976 - 77 |
| 26-538 482/26-540 339 | 1977 - 78 |
| 26-548 380/26-548 771 | 1977 - 78 |
| 26-549 573, 26-549 581 | 1975 - 76 |
| 26-549 603 | 1976 - 77 |
| 26-718 006/26-792 001 | 1973 - 78 |

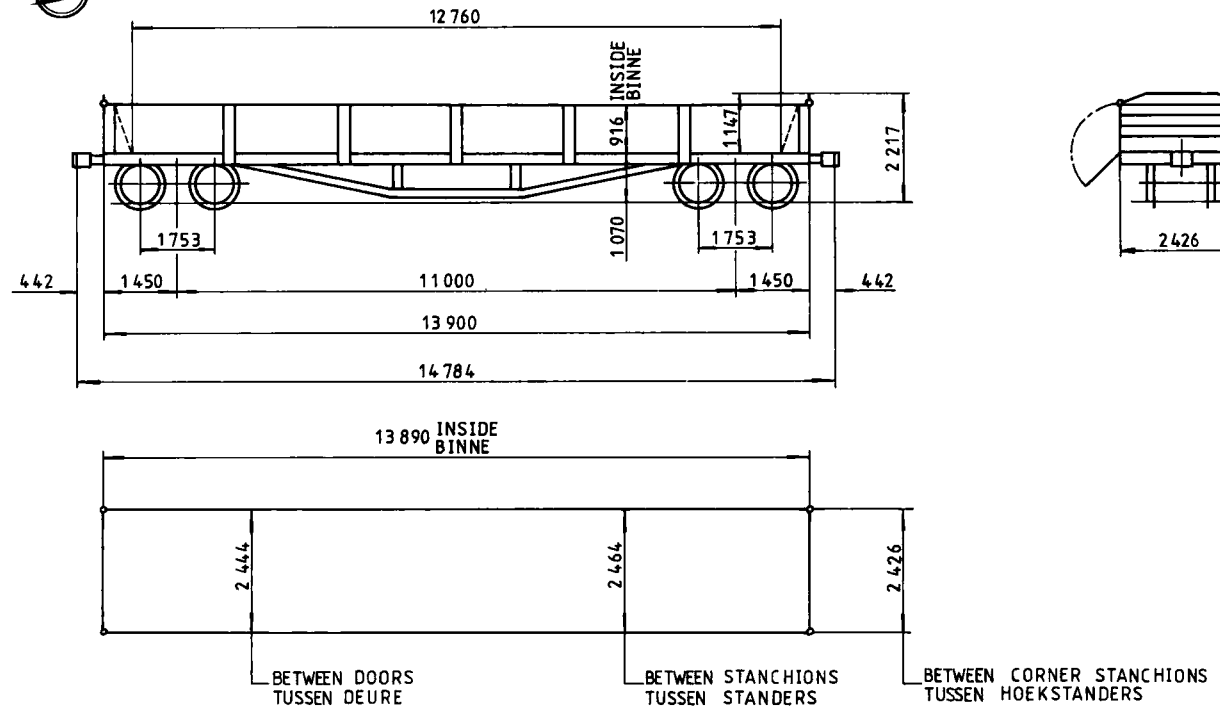
| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ-10, DZA-10 | 1979 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 280 |
| Load kg / Vrag kg | 54 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 34 |
| Capacity $m^3$ / Inhoudevermoë $m^3$ | 31 |
| | |
| | |

# DJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 26-793 008 / 26-794 292 | 1975 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZA-12 | 1981 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D025 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,7/23,6 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S | / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 900 |
| Load kg / Vrag | 54 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 34 |
| Capacity $m^3$ / Inhoudsvermoë | 31 |

DJ-3

SPOORNET

Drawgear Equipment – Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussingінrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussingінrigting

Brake System – Remstelsel

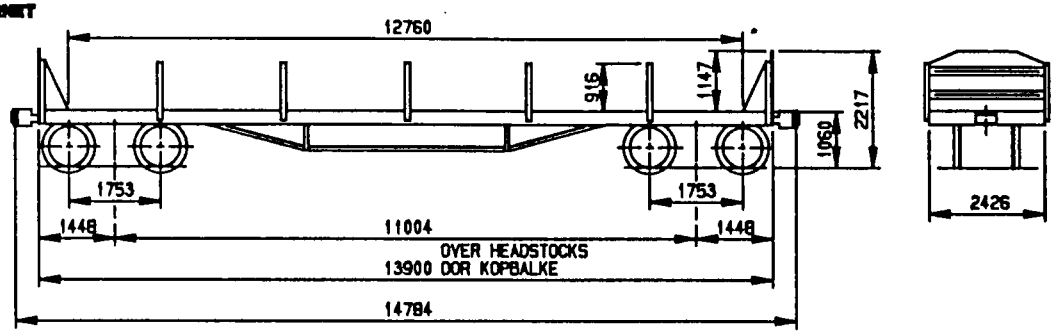
Dual Power – Automatic
A Tweekrag – Outomaties

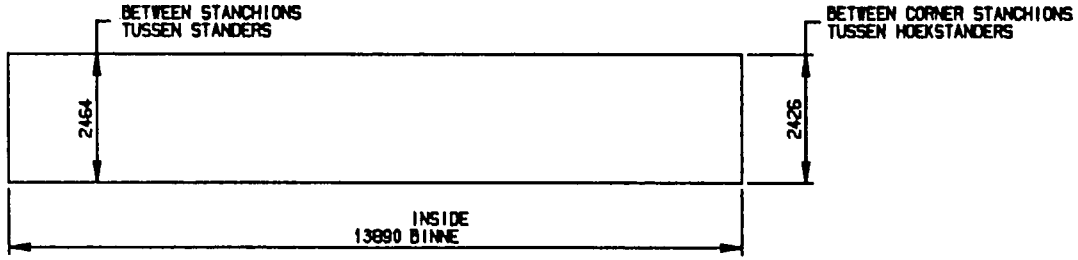
R Slack Adjuster
Remverstelder

V Vacuum
Vakuum

L Air
Lug

D Dual Power – Manually Operated
Tweekrag – Handbediening




Remarks
Opmerkings 1-

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 164/12-A21 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 750 | | | | |
| Bogie Type<br>Draaistelтipe | SPOORBARBER<br>HS Mk III | | | | | | | |
| Bearing Size<br>Lagergrootte | D | | | | | | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | | | | |
| Brake System<br>Remstelsel | V/R (AAR) | | | | | | | |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | | Design Limit – Mass on Rail<br>Ontwerplimiet – Massa op Spoor kg | 74 000 | | | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE | | | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 86,33/23,57 | | Converted for<br>Omskep vir | STEEL BLOCKS<br>STAAL BLOKKE | | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/SAR<br>SAS | | Date<br>Datum | | | | | |

| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 26-440 000/26-549 603 | 1973-77 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| DJ-2 | 1993 |
| | |

| | | |
|---|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 19000 | |
| Load<br>Vrag | 55 000 | |
| Load (Coal) kg<br>Vrag (Steenkool) | | |
| Floor Area $m^2$<br>Vloeroppervlakte | 34 | MAX.<br>MAKS. |
| Capacity $m^3$<br>Inhoudevermoë | 31 | MAX.<br>MAKS. |

DJM-4

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

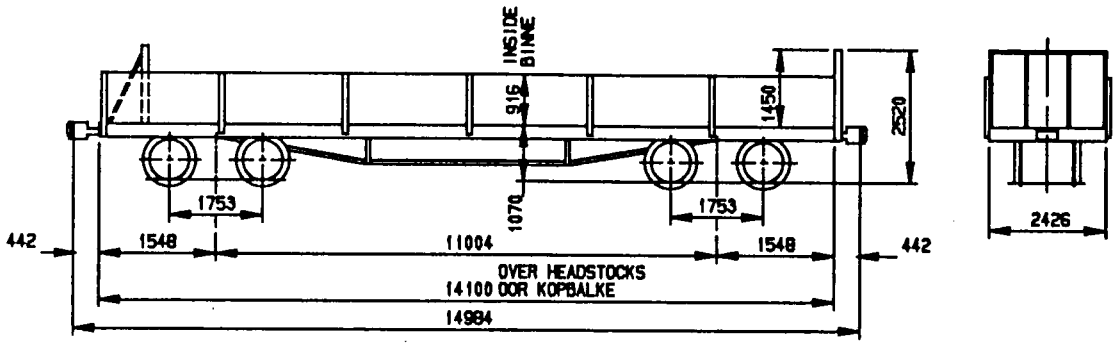
Dual Power - Automatic
A Treekrag - Outomaties

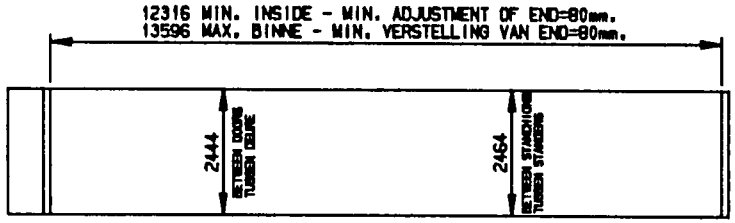
Slack Adjuster
R Remverstellier

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Treekrag - Handbediening




Remarks
Opmerkings 1-

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS A117_001_C99 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 800 | | | | Tare (Average)<br>Tarra (Gemiddeld) kg | 20 330 |
| Bogie Type<br>Draaiteltipe | SPOORBARBER<br>HS Mk III | | | | | | | Load<br>Vrag | 50 000 |
| Bearing Size<br>Lagergrootte | D | | | | | | | Load (Coal)<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaitel Buite / Binne | 10/10 | | | | | | | Floor Area<br>Vloeroppervlakte $m^2$ | 33,2 MAX. MAKS. |
| Brake System<br>Remstelsel | V/R | | | | | | | Capacity<br>Inhoudevermoë $m^3$ | 30,4 MAX. MAKS. |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | | Design Limit - Mass on Rail<br>Ontwerplimiet - Massa op Spoor kg | 74 000 | | | | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE | | | | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 79,4/22,9 | | Converted for<br>Omskep vir | PALLETS/COAL<br>PALLETTE/STEENKOOL | | | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/ SAR<br>SAS | | Date<br>Datum | | | | | | |

| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 10-024 654/10-026 126 | 1973-78 |
| Converted from<br>Omskep van | Date<br>Datum |
| DZ-10 | 1993 |
| | |

DKJ-2

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device / Koppelaar Hidrouliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device / Middelbalk Hidrouliese Kussinginrigting

Brake System - Remstelsel

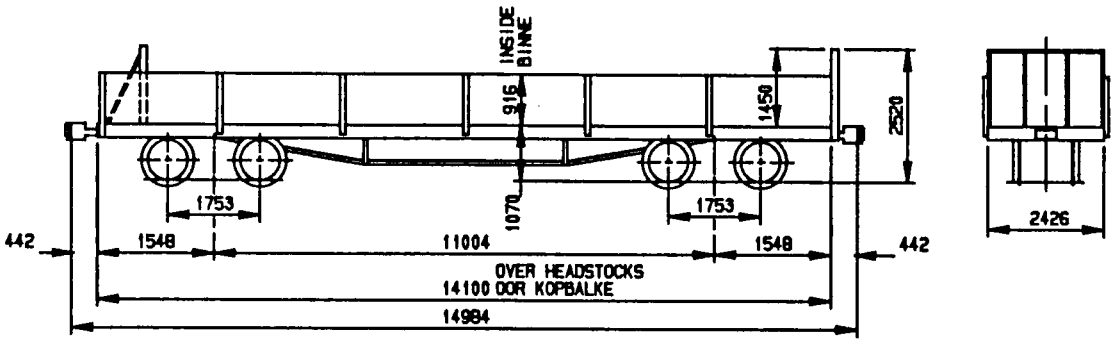
Dual Power - Automatic / Tweekrag - Outomaties

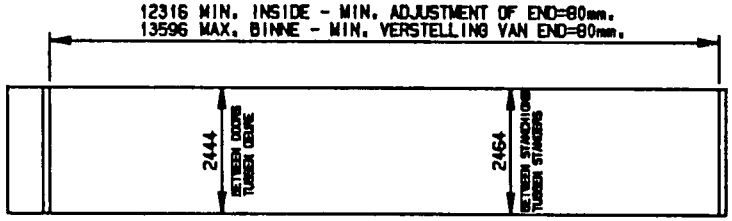
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually Operated / Tweekrag - Handbediening




Remarks / Opmerkings 1-

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A117_001_C99 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 | | | | |
| Bogie Type / Draaistelltipe | SPOORBARBER HS Mk III | | | | | | | |
| Bearing Size / Lagergrootte | D | | | | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | | | | |
| Brake System / Remstelsel | V/R | | | | | | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | | Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 64 000 | | | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | | | |
| Brake Percentage Empty / Loaded / Remperseentasie Leeg / Met Vrag | (V) 79,4/22,8 | | Converted for / Omskep vir | PALLETS / PALLETTE | | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Herstening | | | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR SAS | | Date / Datum | | | | | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 10-024 654/10-027 645 | 1971 |
| Converted from / Omskep van | Date / Datum |
| DZ-8,DZA-8,DZJ-8 | 1993 |
| | |
| Tare (Average) / Tarra (Gemiddeld) kg | 19 500 |
| Load / Vrag | 50 000 |
| Load (Coal) / Vrag (Steenkool) kg | |
| Floor Area / Vloeroppervlakte $m^2$ | 33,2 MAX. MAKS. |
| Capacity / Inhoudevermoë $m^3$ | 30,4 MAX. MAKS. |

DKJ-3

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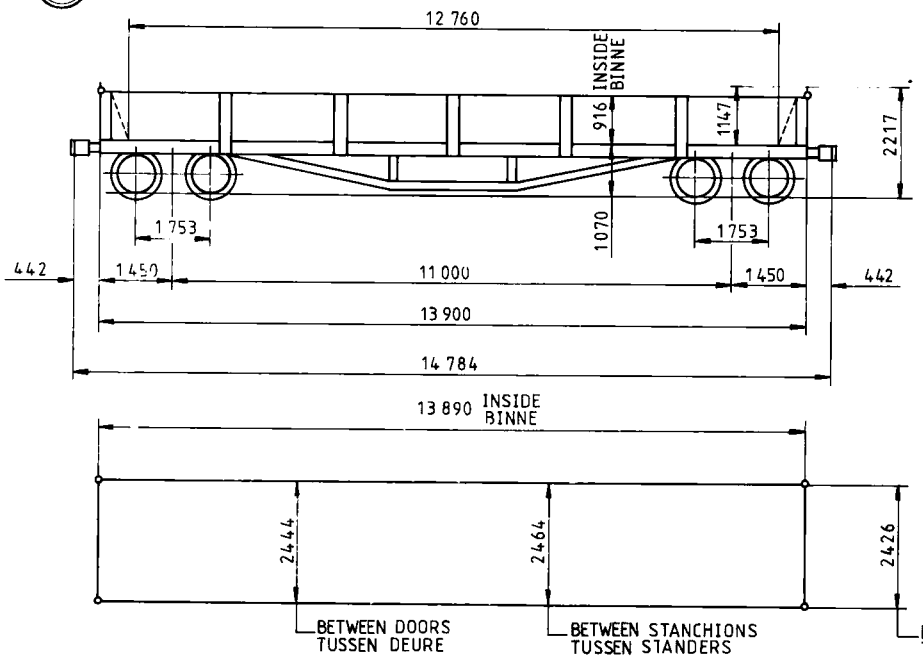
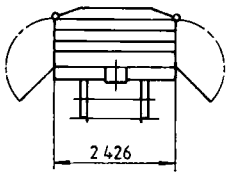



*1
*2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 26-972 808 / 26-994 534 | 1974 - 1975 |
| 26-994 542 / 26-996 170 | 1975 |

| | Converted from / Omskep van | Date / Datum |
|---|---|---|
| *1 | DZ - 11 | 1984 |
| *2 | DZ - 12 , DZA - 12 , DJ - 3 | 1984 - |

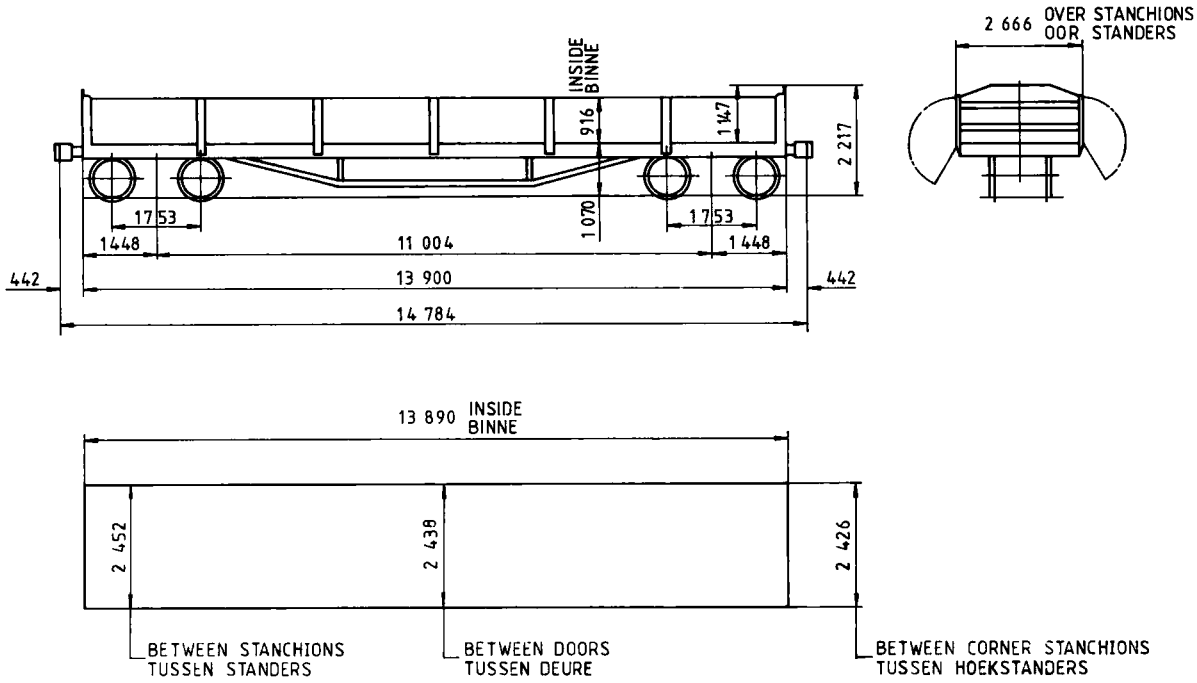
| | | | | |
|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D025 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | |
| Bearing Size / Laergrootte | D | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | |
| Brake System / Remstelsel | L/V/R | | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10×12 | Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,7 / 23,62 | (L) 72,6 / 19,5 | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 900 |
| Load / Vrag kg | 54 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area / Vloeroppervlakte $m^2$ | 34 |
| Capacity / Inhoudsvermoë $m^3$ | 31 |

# DLJ-1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag-Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 26-900 009 / 26-900 548<br>26-900 556 / 26-903 849 | 1973 - 74<br>1973 - 78 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 10 | 1977 - 78 |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 164/12-A21 | |
| Bogie Type / Draaisteltipe | HS MK III | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/L/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10×12 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 82,53/22,53 | (L) 75 / 20,5 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

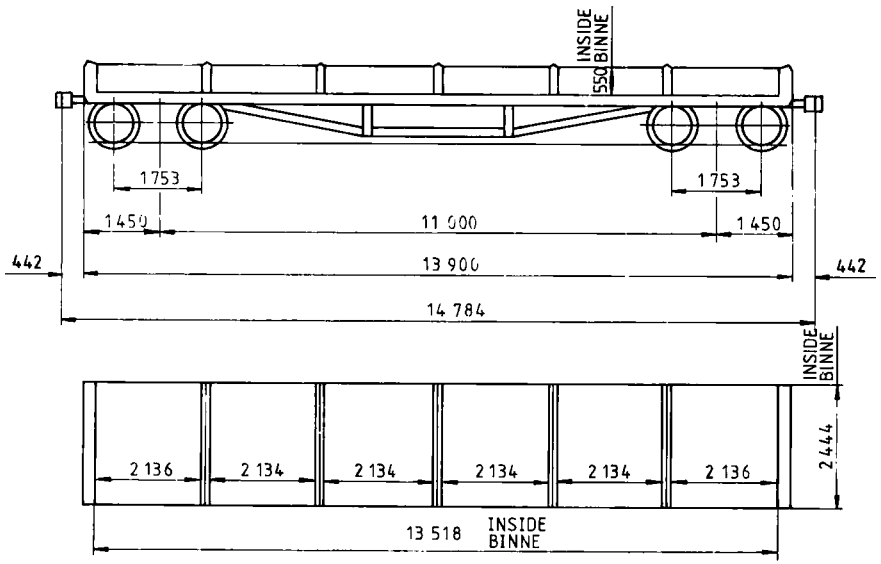
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | EXPRESS TRAFFIC / SNELVERKEER |

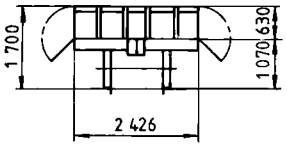
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 280 |
| Load kg / Vrag kg | 54 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 30,87 |
| | |
| | |

# DLJ-2

108




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 51-990 016 / 51-990 121 | 1974 - 75 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| DZ - 11 | 1979 - 1980 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 223/12-C99 | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 797 |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | | |
| Bearing Size<br>Laergrootte | D | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System<br>Remstelsel | V/R | | |
| Brake Cylinders<br>Remsilinders | (V) 2/18 (L) – | Design Limit – Mass on Rail kg<br>Ontwerplimiet – Massa op Spoor | 74 000 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 (L) – | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 87,7/23,9 (L) – | Converted for<br>Omskep vir | PIG IRON<br>RU-YSTER |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR<br>SAS | | |

| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 19 900 |
| Load kg<br>Vrag | 53 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | 33 |
| Capacity $m^3$<br>Inhoudsvermoë | 18,2 |
| | |
| | |

DPJ-2

Drawgear Equipment - Trekwerkuitrusting

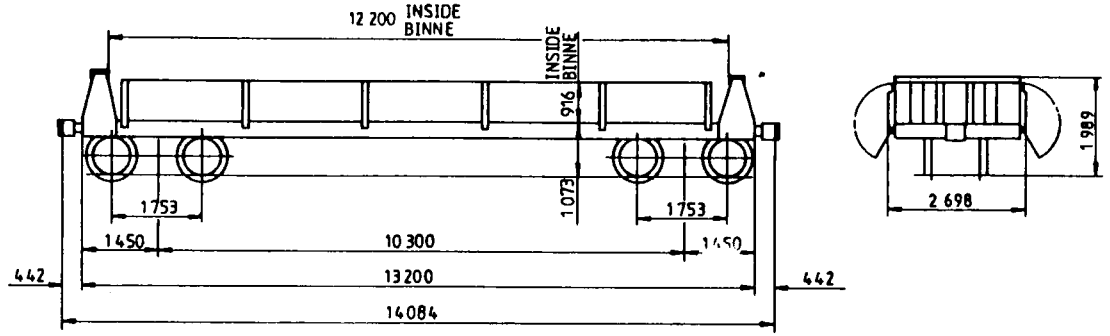
KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussinginrigting

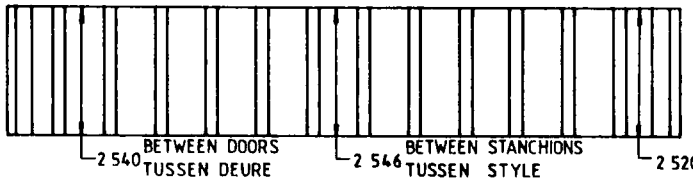
SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussinginrigting

Brake System - Remsteisel

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks :- HEIGHT OF FLOOR CROSS BEARERS
Opmerkings HOOGTE VAN VLOERDWARSDRAERS 266

FOR TIE-DOWN EQUIPMENT SEE DRG.
VIR VASMAAKTOERUSTING KYK TEK. CME 104/12-C98

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D023 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 840 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | |
| Bearing Size / Laergrootte | D | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | |
| Brake System / Remsteisel | V/R | | | | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) — | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | Originally designed for / Oorspronklik ontwerp vir | STEEL / STAAL | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 71,8 / 22,2 | (L) — | Converted for / Omskep vir | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | | |

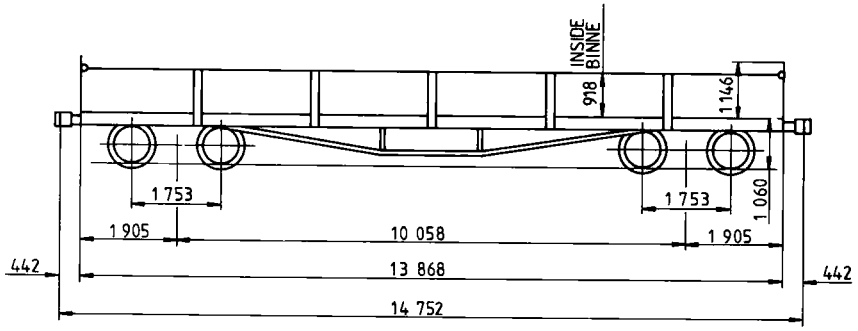
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 24-500 003 / 24-504 394 | 1974 |

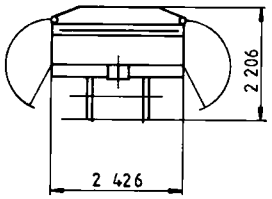
| Converted from / Omskep van | Date / Datum |
|---|---|
| DSD-1 | 1983 |
| | |

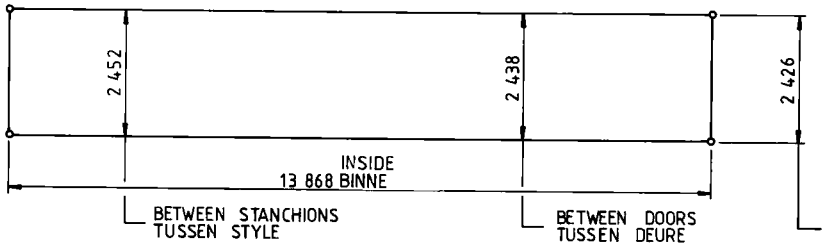
| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 22 350 |
| Load / Vrag | kg | 50 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 30,7 |
| Capacity / Inhoudevermoë | $m^3$ | |

# DSJ-1

110




Remarks
Opmerkings :-

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-011 018 / 51-011 824 | 1935 - 36 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W1/9385 CE Nº A1/14568<br>CE Nº A1/14588 | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME<br>RUITRAAM | | |
| Bearing Size / Laergrootte | 10 x 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65(50) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 77,67 / 24,2 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR<br>SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 910 |
| Load kg / Vrag | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 33·8 |
| Capacity $m^3$ / Inhoudsvermoë | 31 |
| | |
| | |

# DZ-6

Drawgear Equipment - Trekwerkuitrusting

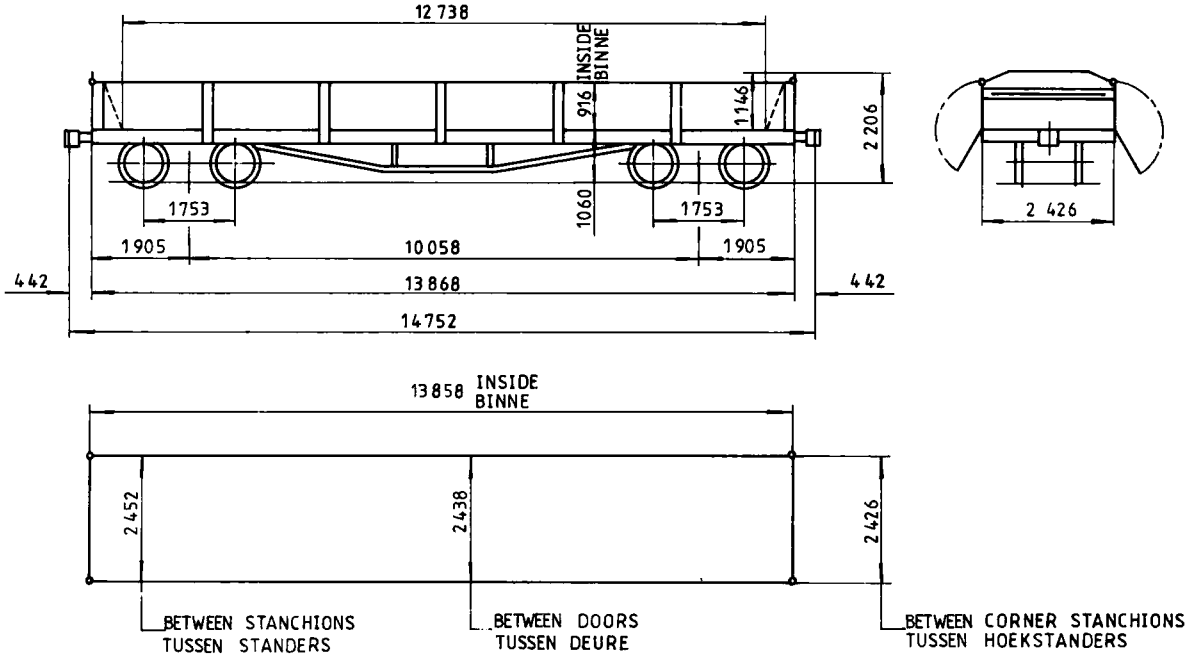
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks
Opmerkings

W1/ 10445
*1 C.E. No. A/14697
C.E. No. A/14711
C.E. No. A/15458

| Vehicle Numbers Voertuignommers | Placed in Service In Gebruik Geneem |
|---|---|
| 51-012 006 / 51-013 592 | 1936 |
| 51-013 606 / 51-017 075 | 1936 |
| 51-017 083 / 51-076 489 | 1940-53 |
| 51-076 497 / 51-183 927 | 1948-57 |
| 51-183 935 / 51-238 667 | 1957-63 |
| 51-238 675 / 51-260 603 | 1963 |
| 51-260 611 / 51-283 433 | 1963-64 |
| 51-283 441 / 51-283 530 | 1959-65 |
| 51-283 549 / 51-294 524 | 1964-65 |
| 51-294 532 / 51-332 604 | 1965-66 |
| 51-332 612 / 51-342 499 | 1966-67 |
| 51-342 502 / 51-349 108 | 1967-68 |
| 51-349 116 / 51-351 277 | 1967-68 |
| 51-351 285 / 51-372 983 | 1966-67 |
| 51-372 991 | 1944 |
| 51-373 009 / 51-373 092 | 1936-63 |
| 51-373 106 / 51-373 998 | 1943-67 |
| 51-420 007 / 51-439 999 | 1936-67 |
| 51-548 801 / 51-549 565 | 1959-60 |
| 51-548 380 51-548 771 | 1936-67 |
| 51-548 798 | 1967 |
| 51-549 611 | 1963 |
| 51-549 638, 51-549 646 | 1948 |
| 51-549 654, 51-549 662 | 1948 |
| 51-549 670 | 1966 |
| 51-549 689, 51-549 697 | 1940 |
| 51-549 700 | 1957 |
| 51-550 008 / 51-551 799 | 1936-68 |

| Converted from Omskep van | Date Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number Tekeningnommer | CME 102/12-B34 *1 | | |
| Bogie Type Draaisteltipe | DIAMOND FRAME RUITRAAM / SARCAST | | |
| Bearing Size Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System Remstelsel | V | | |
| Brake Cylinders Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded Rempersentasie Leeg / Met Vrag | (V) 89,5/27,33 | (L) | |
| Drawgear Equipment Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke Koppelaar / Juk | SASKOP-S | / SAR SAS | |

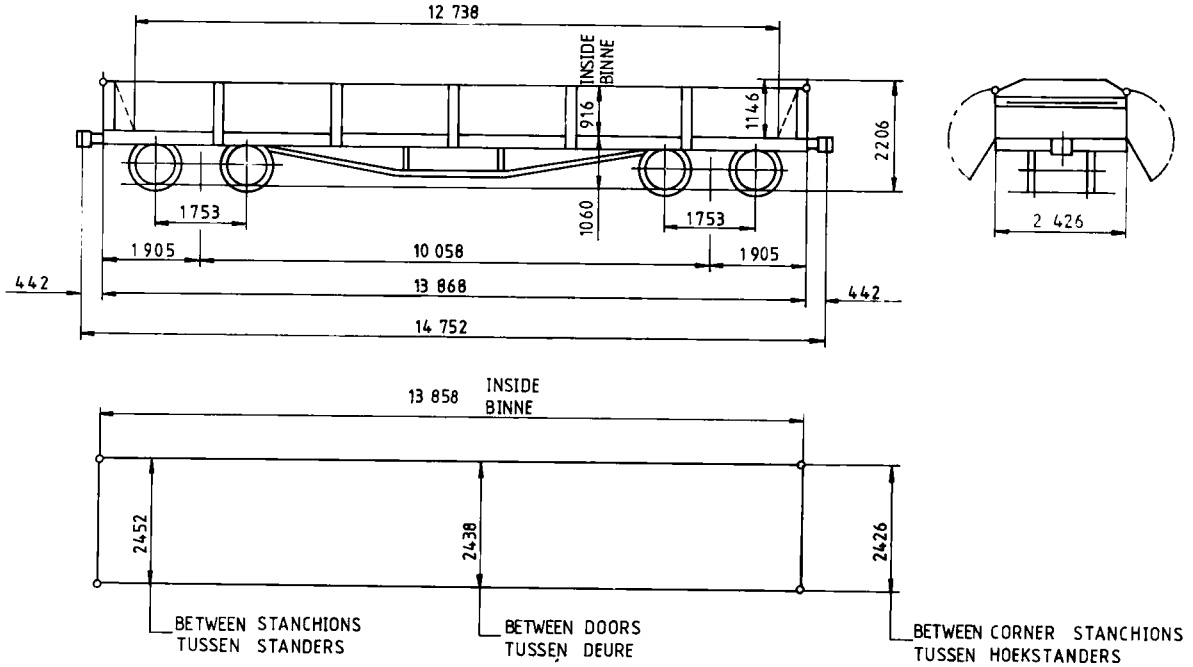
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) Swaartepunt (Leeg) | 764 | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit – Mass on Rail kg Ontwerplimiet – Massa op Spoor | 60 000 | | | | | | |
| Originally designed for Oorspronklik ontwerp vir | GENERAL GOODS ALGEMENE GOEDERE | | | | | | |
| Converted for Omskep vir | | | | | | | |
| Revision Hersiening | | | | | | | |
| Date Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg Tarra (Gemiddeld) | 19 350 |
| Load kg Vrag | 44 000 |
| Load (Coal) kg Vrag (Steenkool) | |
| Floor Area $m^2$ Vloeroppervlakte | 34 |
| Capacity $m^3$ Inhoudsvermoë | 31 |
| | |
| | |

DZ-7

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-374 005/51-379 538 | 1971 |
| 51-379 546/51-385 066 | 1971 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 102/12-B34 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | C |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/2 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,44/27,14 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 749 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

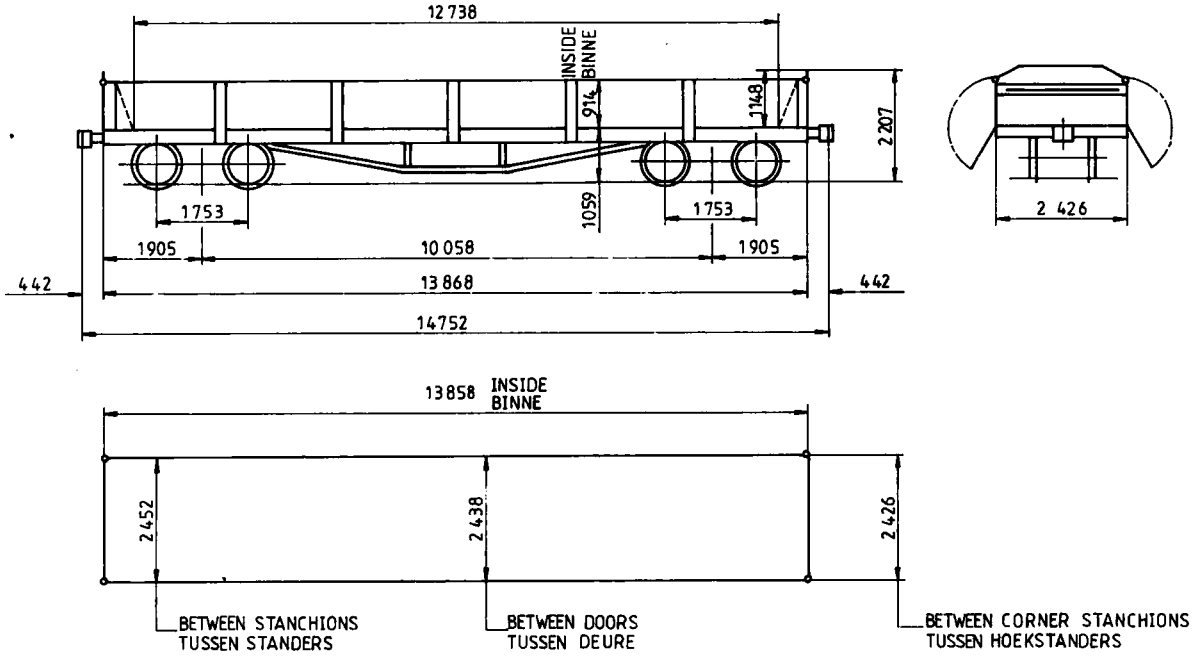
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 800 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 31 |
| | |
| | |

# DZ - 8

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-385 074 / 51-417 774 | 1972 - 74 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W001/D020 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | C |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/2 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) |
| Train Pipe / Treinpyp, Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V)64,7/20,05 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR / SAS |

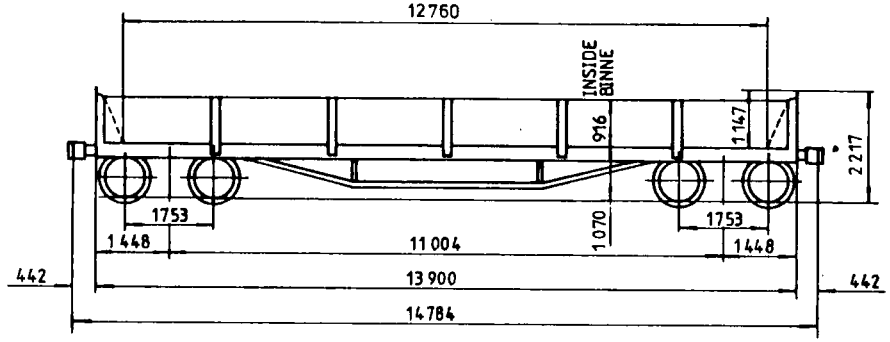
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 744 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

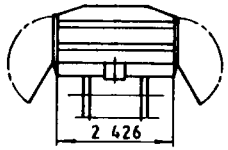
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19820 |
| Load kg / Vrag kg | 44000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 30,9 |
| | |
| | |

# DZ-9

114

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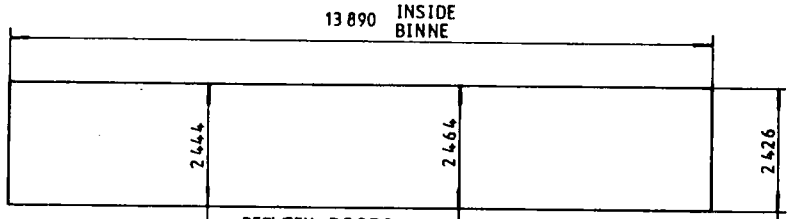



Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
A Dual Power - Automatic / Tweekrag - Outomaties
L Air / Lug
R Slack Adjuster / Remversteller
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-440 008/51-440 016 | 1973 |
| 51-462 052/51-479 133 | 1974-75 |
| 51-479 621/51-490 633 | 1975-76 |
| 51-490 641/51-500 523 | 1975-76 |
| 51-500 531/51-505 762 | 1976-77 |
| 51-505 770/51-509 334 | 1977-78 |
| 51-511 541/51-519 232 | 1975-76 |
| 51-519 240/51-536 838 | 1976-77 |
| 51-538 482/51-540 371 | 1977-78 |
| 51-548 380/51-548 798 | 1984 |
| 51-549 573/51-549 603 | 1986 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 164/12-A21 |
| Bogie Type / Draaisteltipe | SPOORBARBER HS Mk III *1 |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 10/4 *1 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 79,57/25,1 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

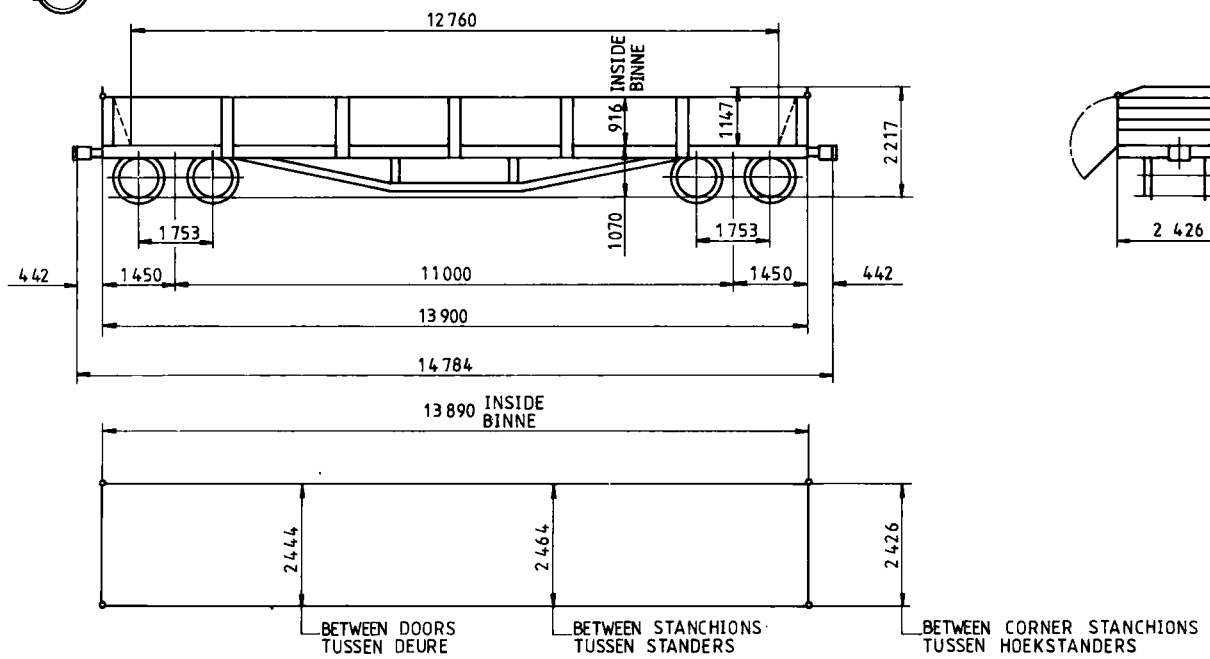
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

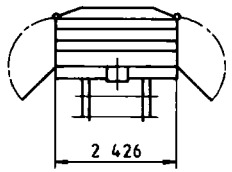
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 280 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 34 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 31 |

# DZ-10

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-440 024/51-462 044 | 1974 - 75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D025 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,67/27,3 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S | SAR / SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

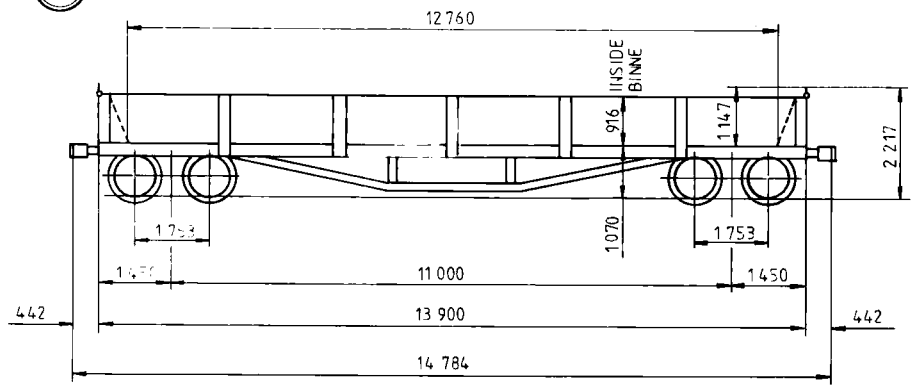
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

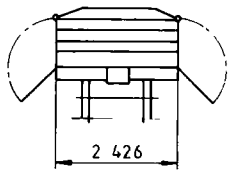
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 900 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 34 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 31 |
| | |
| | |

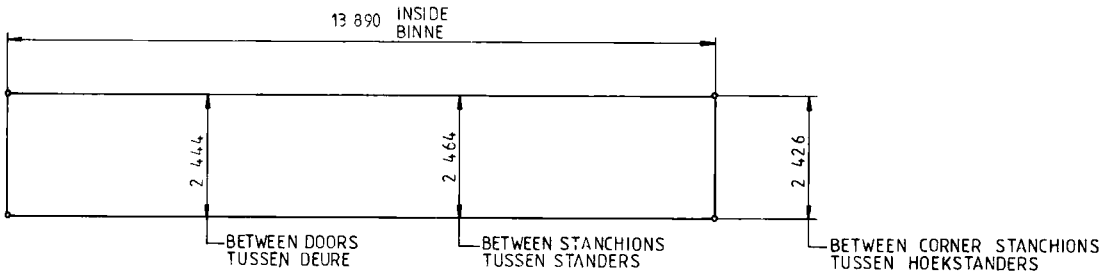
DZ-11

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings: ASSET OF NORTH-WEST CAPE REGION
BATE VAN NOORDWES-KAAPSTREEK

| | |
|---|---|
| Drawing Number / Tekeningnommer | W001/ D025 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,67/27,3 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 96 020-008 / 96 020-326 | 1974 - 75 |

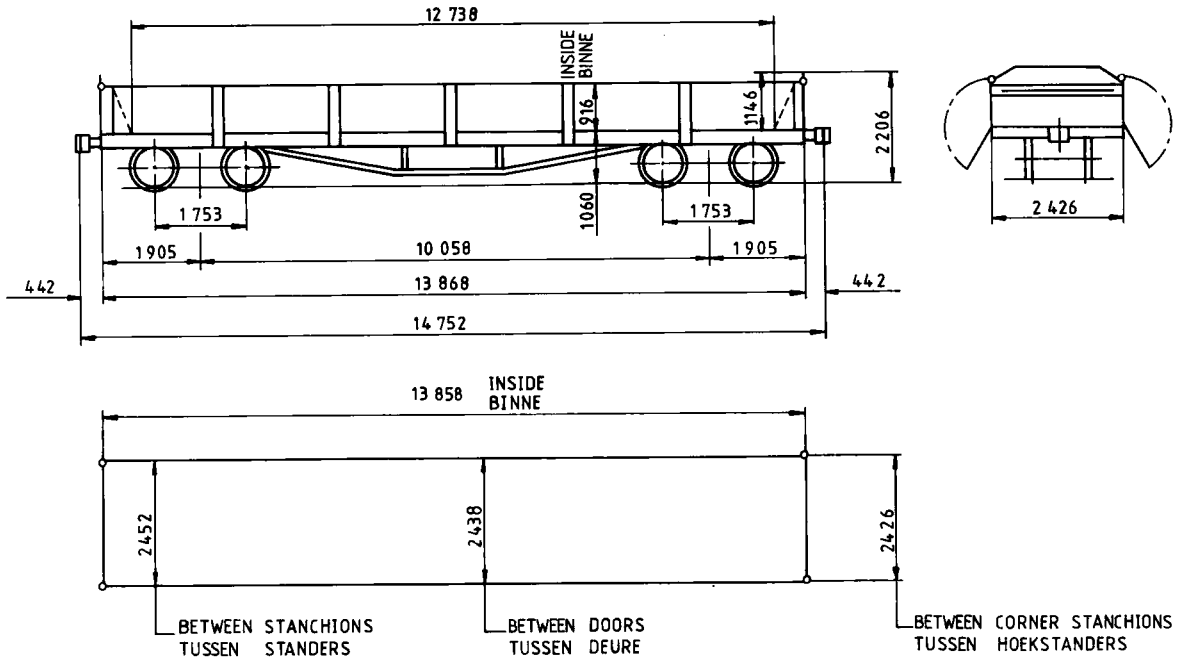
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 900 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 34 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 31 |

DZ - 12

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-600 005 / 51-605 465 | 1971 |
| 51-605 473 / 51-610 884 | 1971 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 8 | 1979 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 102/12 - B 34 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | C |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,4/27,1 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 744 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 64 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

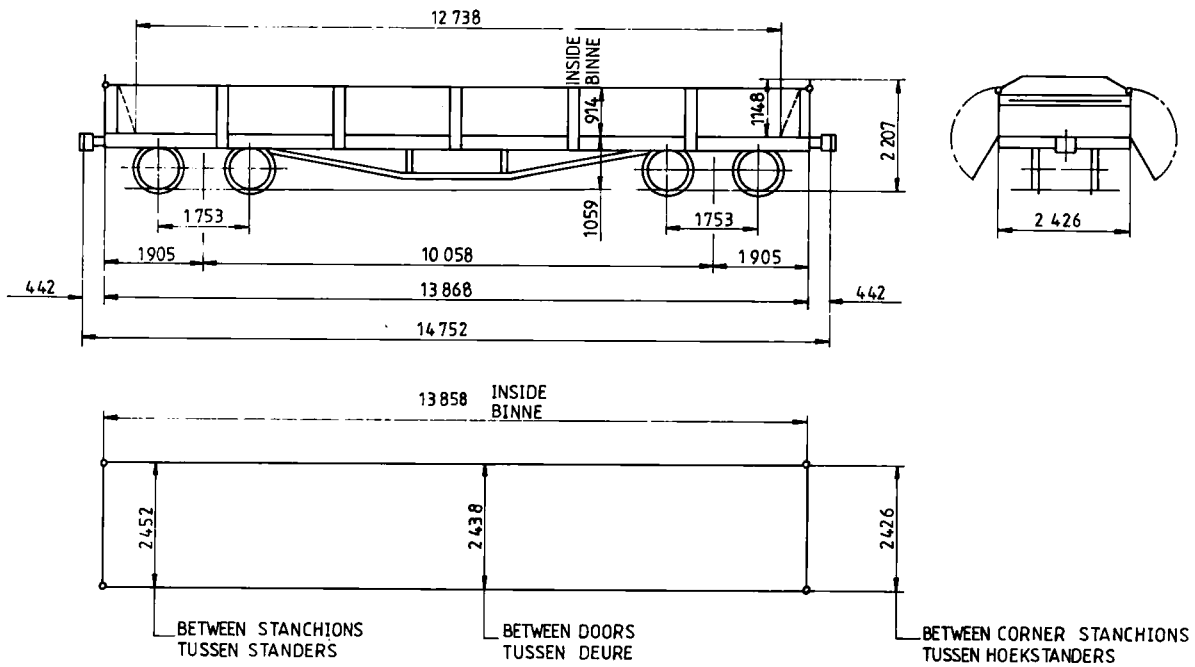
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 820 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 31 |
| | |
| | |

# DZA - 8

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
A Dual Power - Automatic / Tweekrag - Outomaties
L Air
R Slack Adjuster / Remversteller
Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks
Opmerkings

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D020 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/R | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 71/22,06 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 744 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 64 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51 - 612 003 / 51 - 644 533 | 1972 - 74 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 9 | 1979 |
| | |

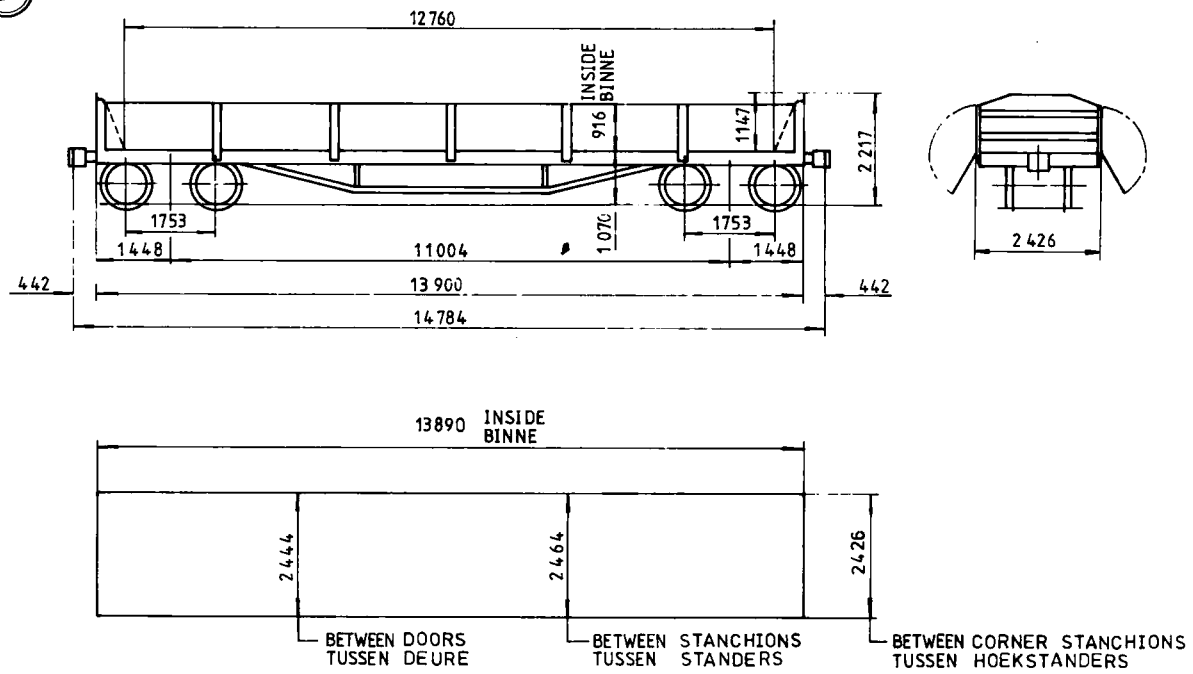
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 820 |
| Load kg / Vrag kg | 44000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 33,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 30,9 |
| | |
| | |

# DZA-9

119

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller







X 1

Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-718 006 / 51-718 014 | 1973 |
| 51-718 022 / 51-734 869 | 1974-75 |
| 51-734 877 / 51-745 852 | 1975-76 |
| 51 745 860 / 51-755 653 | 1975-76 |
| 51 755 661 / 51-760 894 | 1976-77 |
| 51 760 908 / 51-764 466 | 1977-78 |
| 51 764 474 / 51-772 132 | 1975-76 |
| 51-772 140 / 51-789 736 | 1976-77 |
| 51-789 744 / 51-791 595 | 1977-78 |
| 51-791 609 / 51-792 001 | 1977-78 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ-10 | 1979 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 164/12-A21 |
| Bogie Type / Draaisteltipe | SPOORBARBER HS Mk III X1 |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,3/27,24 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

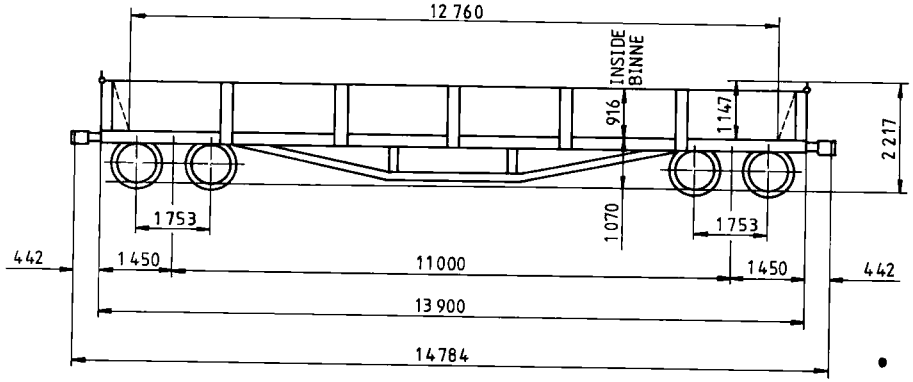
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

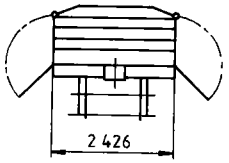
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 280 |
| Load / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 34 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 31 |
| | |
| | |

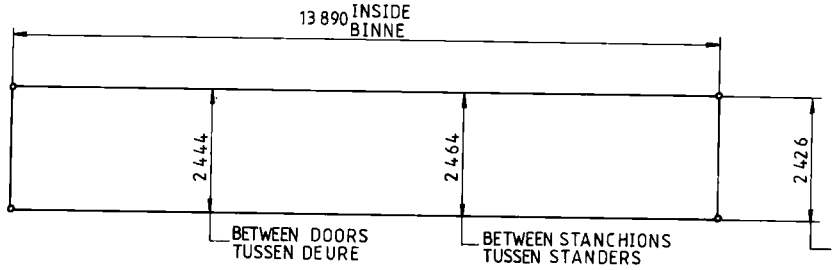
# DZA-10

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-700 018 / 51-717 026 | 1974 - 75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 11 | 1979 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W001/D025 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,7/27,3 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

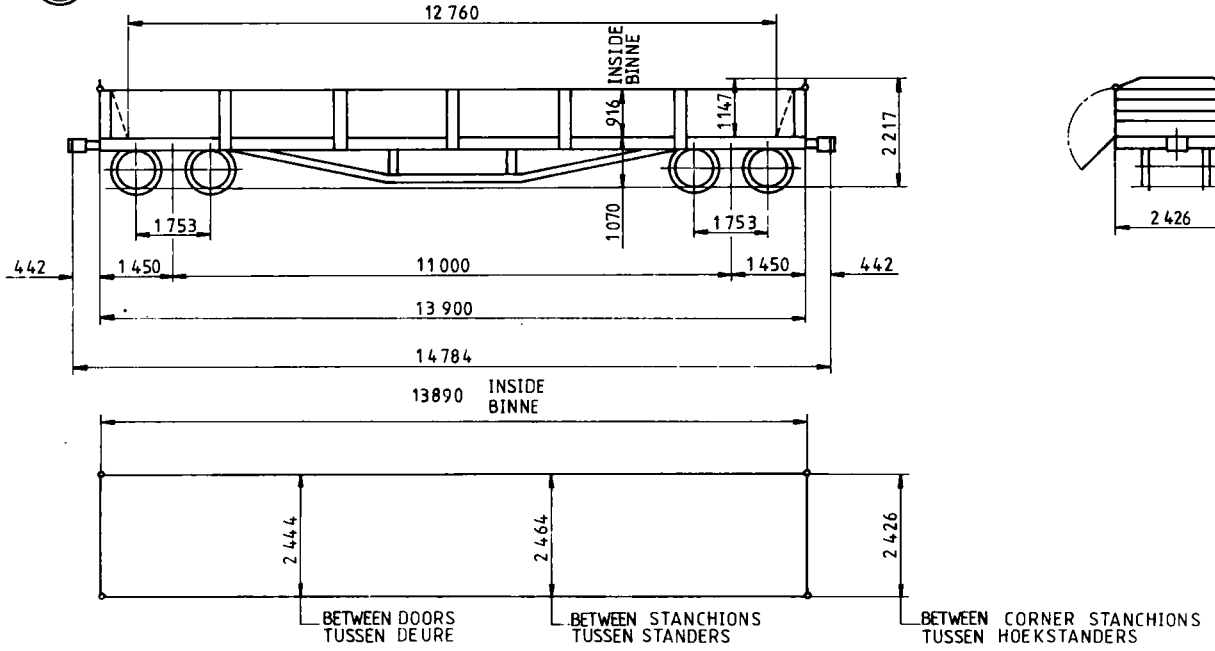
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 900 |
| Load kg / Vrag | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 34 |
| Capacity $m^3$ / Inhoudsvermoë | 31 |
| | |
| | |

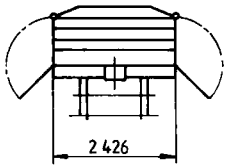
# DZA-11

121

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-793 008/51-794 292 | 1975 |

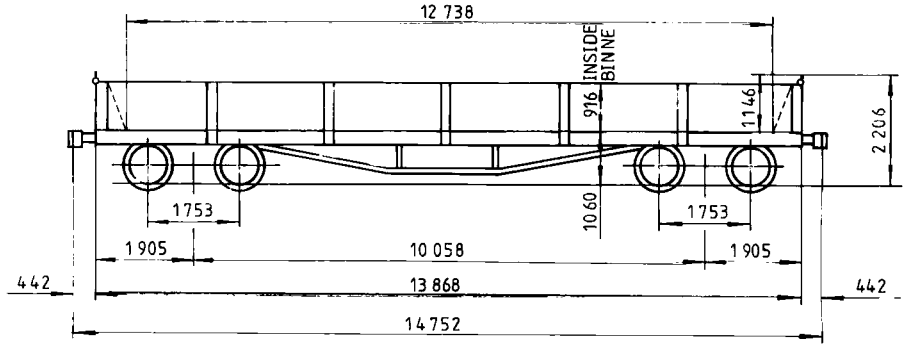
| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 12 | 1979 |
| | |

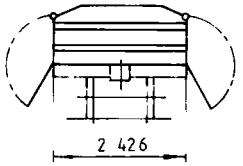
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D025 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 | Tare (Average) kg / Tarra (Gemiddeld) kg | 19 900 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | Load kg / Vrag kg | 44 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) kg / Vrag (Steenkool) | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 34 |
| Brake System / Remstelsel | V/R | | | | Capacity $m^3$ / Inhoudsvermoe $m^3$ | 31 |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,7/27,3 | (L) | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | | | |

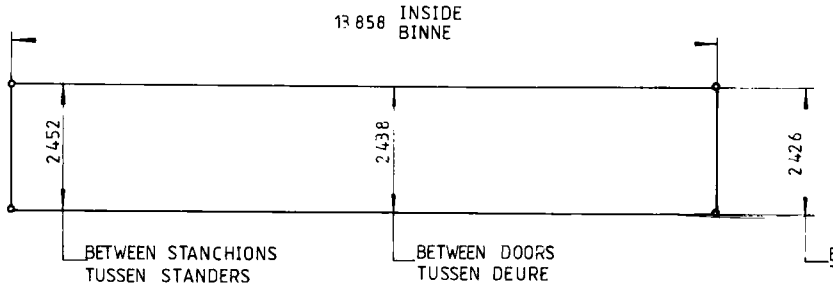
# DZA-12

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings

*1 W1/10445
CE No. A/14697
CE No. A/14711
CE No. A/15458

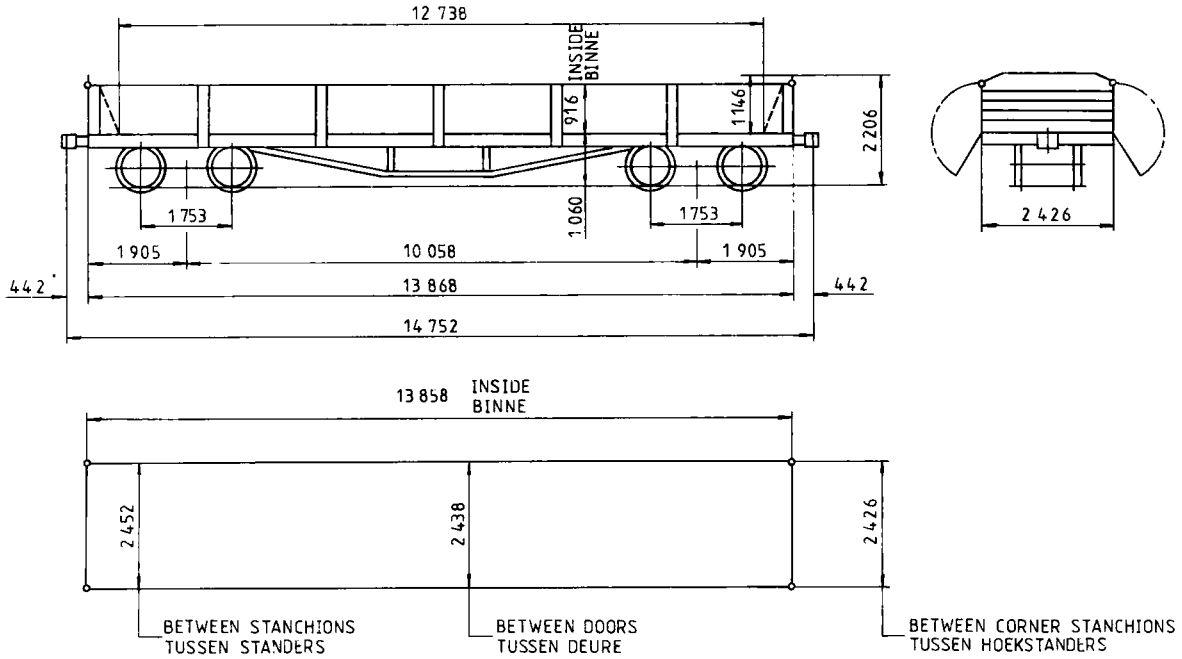
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-035 464 / 51-549 263 | 1940 - 68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 7 | 1986 – |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 102/12 - B34 *1 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 764 |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) | Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,2 / 23,3 (L) | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | Date / Datum | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 350 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 34 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 31 |

# DZJ-7




**Drawgear Equipment · Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System · Remstelsel**

Dual Power-Automatic
A Tweekrag-Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
Dual Power - Manually operated
D Tweekrag - Handbediening

**Remarks**
**Opmerkings**

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 102/12 - B34 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/R | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 69/22 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP - S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 744 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 64 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE |
| Converted for<br>Omskep vir | |

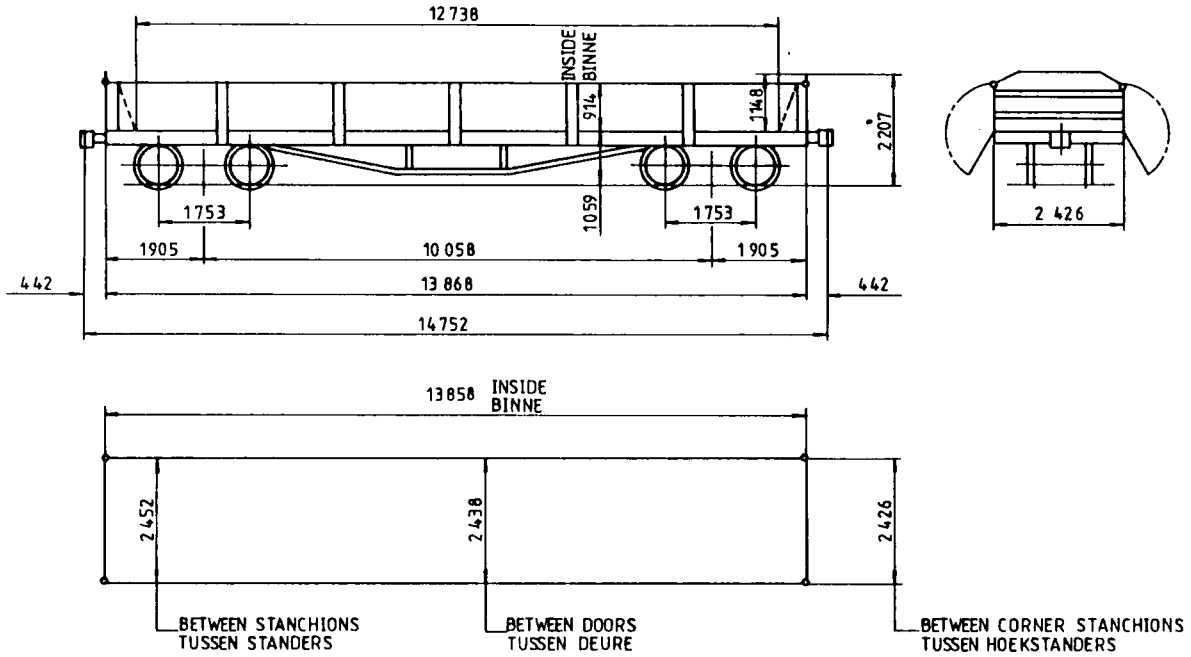
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 51 - 600 005 / 51 - 610 884 | 1971 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| DZ - 8 | 1986 - |
| DZA - 8 | 1986 - |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 19 800 |
| Load kg<br>Vrag | 44 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | 34 |
| Capacity $m^3$<br>Inhoudsvermoë | 31 |

# DZJ - 8




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remverstelier
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 51-612 003 / 51-644 533 | 1972 - 74 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ-9 | 1987- |
| DZA-9 | 1987- |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D020 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 744 | Tare (Average) kg / Tarra (Gemiddeld) kg | 19 820 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | Load / Vrag kg | 44 000 |
| Bearing Size / Laergrootte | C | | | | Load (Coal) kg / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | 34 |
| Brake System / Remstelsel | V/R | | | | Capacity / Inhoudsvermoë $m^3$ | 31 |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 64 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 64,7/20,0 | (L) | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR / SAS | | Date / Datum | | | |

# DZJ-9

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
A Treekrag - Outomaties

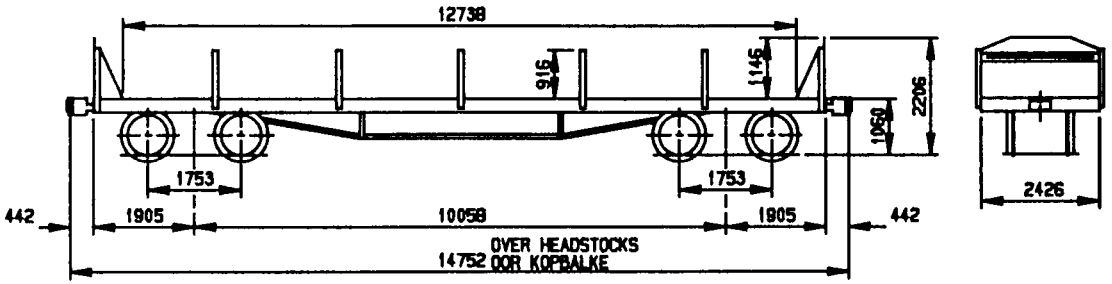
R Slack Adjuster
Remversteller

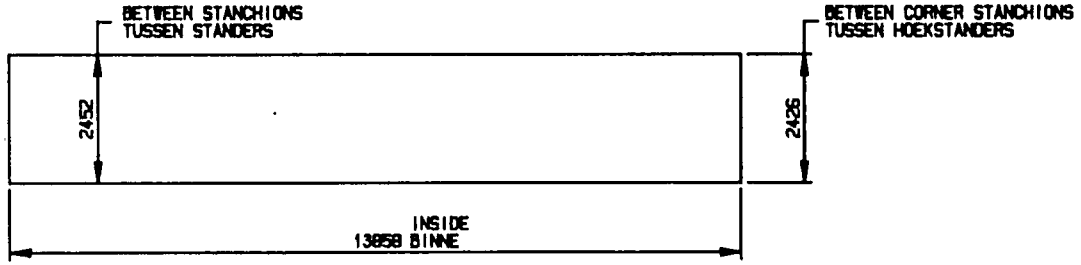
V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Treekrag - Handbediening

SPOORNET




Remarks
Opmerkings
1- 01 W.1/10445
C.E. No.A/14697
C.E. No.A/14711
C.E. No.A/15458

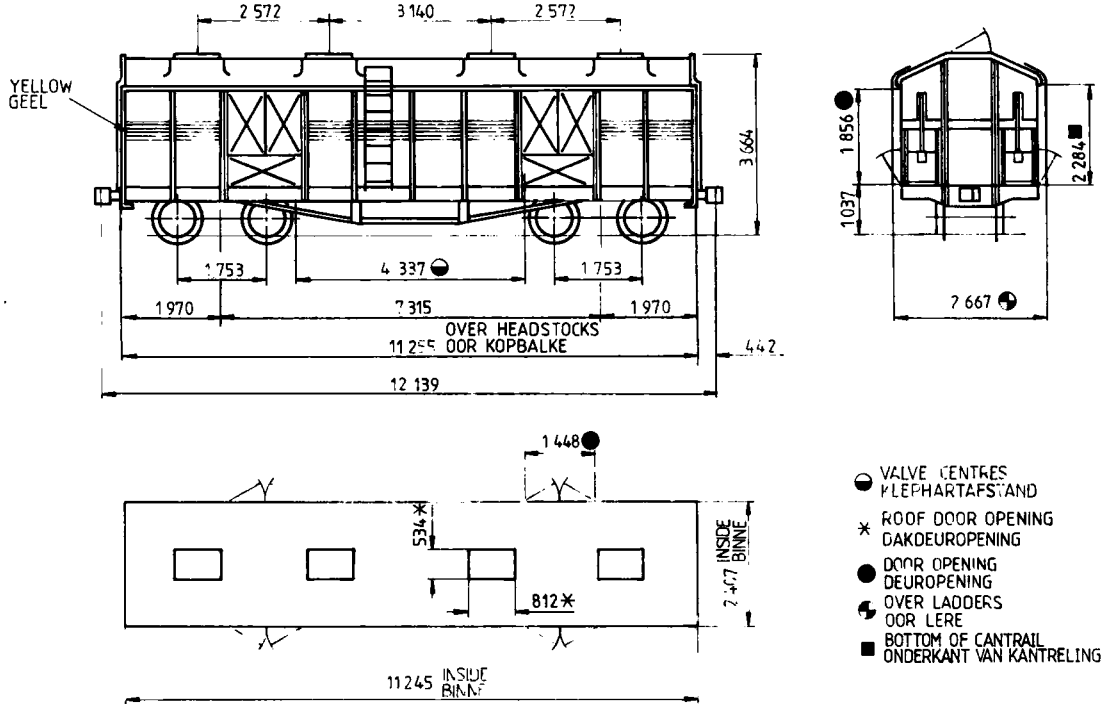
| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 51-012 006/51-551 799 | 1936-68 |
| Converted from<br>Omskep van | Date<br>Datum |
| DZ-7 | 1993 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 102/12-834 e1 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 750 | Tare (Average)<br>Tarra (Gemiddeld) kg | 19000 |
| Bogie Type<br>Draaistelltipe | SARCAST | | | | Load<br>Vrag | 48 000 |
| Bearing Size<br>Lagergrootte | 10 x 5 | | | | Load (Coal)<br>Vrag (Steenkool) kg | |
| Springs per Bogie<br>Vere per Draaistel | Outer / Inner<br>Buite / Binne | 6/0 | | | Floor Area<br>Vloeroppervlakte $m^2$ | 34 MAX.<br>MAKS. |
| Brake System<br>Remstelsel | V | | | | Capacity<br>Inhoudsvermoë $m^3$ | 31 MAX.<br>MAKS. |
| Brake Cylinders<br>Remsilinders | (V) 2/21 | | Design Limit - Mass on Rail<br>Ontwerplimiet - Massa op Spoor kg | 60 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE | | |
| Brake Percentage<br>Rempersentasie | Empty / Loaded<br>Leeg / Met Vrag | (V) 91/25,84 | Converted for<br>Omskep vir | STEEL BLOCKS<br>STAAL BLOKKE | DZM-13 | |
| Drawgear Equipment<br>Trekwerkuitrusting | | AAR M901 E | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | | SASKOP-S/SAR<br>SAS | Date<br>Datum | | | |

125

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings: ALUMINIUM BODY / ALUMINIUMBAK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 83-010 084 | 1964 |
| 83-010 173 | 1964 |
| 83-010 521 | 1964 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

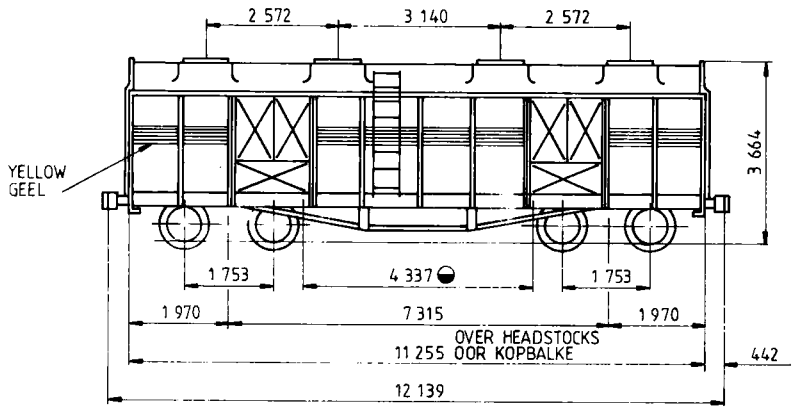
| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | SME 157/12-A21 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 10×5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | | |
| Brake System / Remstelsel | V/D/R | | |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) | Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) | Originally designed for / Oorspronklik ontwerp vir | AMMONIUM SULPHATE / AMMONIUMSULFAAT |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 98/60,5 (L) | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M-901 E | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | Date / Datum | |

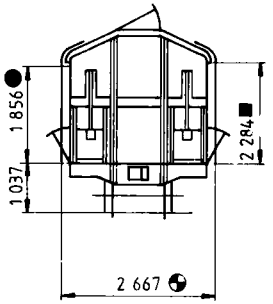
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 17 420 |
| Load kg / Vrag | 3[illegible] |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 27 |
| Capacity $m^3$ / Inhoudsvermoë | 66,9 |

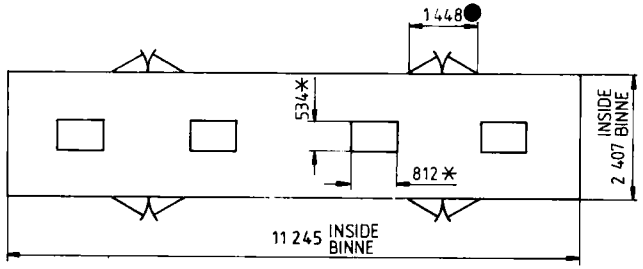
FAD-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




VALVE CENTRES / KLEPHARTAFSTAND
ROOF DOOR OPENING / DAKDEURÖPENING
DOOR OPENING / DEURÖPENING
OVER LADDERS / OOR LERE
BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings :- ALUMINIUM BODY / ALUMINIUMBAK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 83-010 009 / 83-010 548 | 1964 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FAD-2 | 1983- |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 157/12-A21 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 10 X 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 98/30,3 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | AMMONIUM SULPHATE / AMMONIUMSULFAAT |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

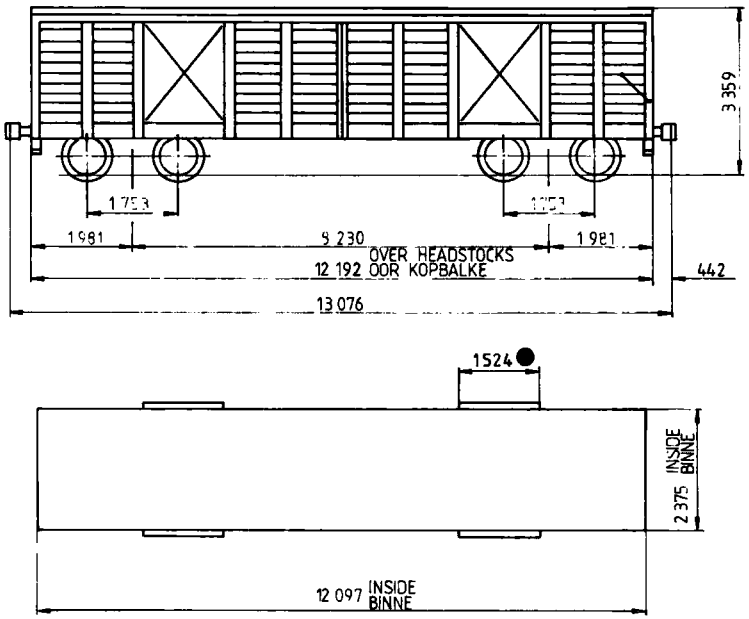
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 17 420 |
| Load kg / Vrag | 39 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 27 |
| Capacity $m^3$ / Inhoudsvermoë | 66,9 |

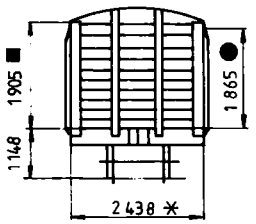
# FAJ-2

127

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




* OVER SOLEBARS / OOR BUITELANGSBALKE
● DOOR OPENING / DEURopening
■ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84-010 002 / 84-013 672 | 1951 |
| 84-013 680 / 84-017 929 | 1953 - 54 |
| 84-026 006 / 84-027 495 | 1951 - 54 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W-10846 | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME / RUITRAAM | | |
| Bearing Size / Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) ? / 21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 92,6 / 35,5 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 18 030 |
| Load kg / Vrag | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 28,7 |
| Capacity $m^3$ / Inhoudsvermoë | 54,7 |
| | |
| | |

FB-1

/23

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

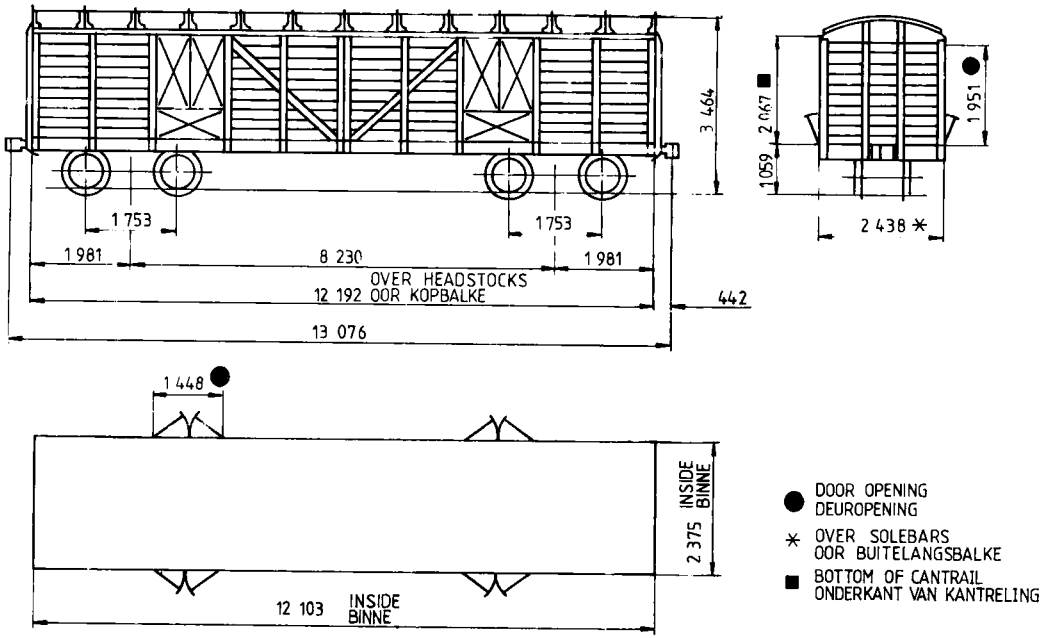
V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84-300 000 / 84-305 282 | 1965 - 68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| GZ - 9 | 1983-1984 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W1/20021 ; W 112/20021 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,9/34,3 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 105 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | CATTLE / VEE |
| Converted for / Omskep vir | GENERAL GOODS / ALGEMENE GOEDERE |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 700 |
| Load kg / Vrag | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 28,7 |
| Capacity $m^3$ / Inhoudsvermoë | 59,4 |
| | |
| | |

FB-2

129

Drawgear Equipment - Trekwerkuitrusting

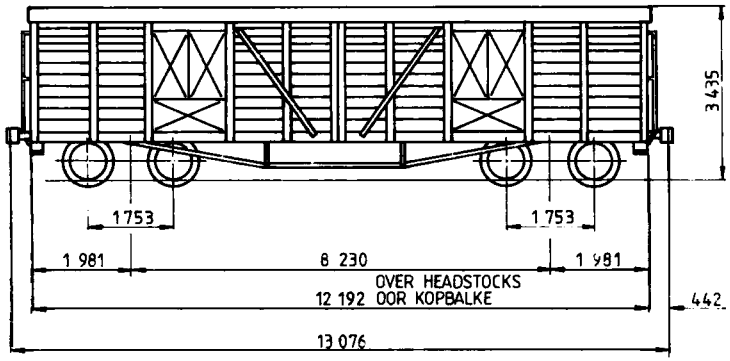
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

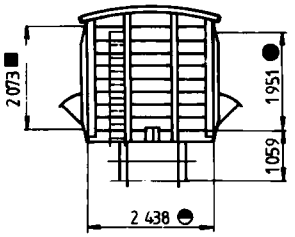
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

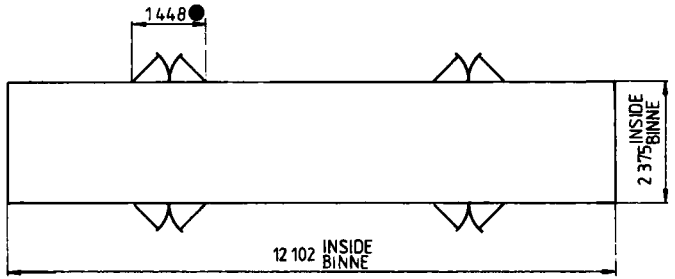
Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
Slack Adjuster
R Remversteller

V Vacuum
Vakuum
Air
L Lug
Dual Power - Manually operated
D Tweekrag - Handbediening




● DOOR OPENING
DEUROPENING
◓ OVER SOLEBARS
OOR BUITELANGSBALKE
■ BOTTOM OF CANTRAIL
ONDERKANT VAN KANTRELING

Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 84-330 007/84-330 783 | 1962 - 1963 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| GZ-7 | 1983 - 1984 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | | TF 128/12-A21 | |
| Bogie Type<br>Draaisteltipe | | SARCAST | |
| Bearing Size<br>Laergrootte | | 10 x 5 | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | | 6 / 0 | |
| Brake System<br>Remstelsel | | V | |
| Brake Cylinders<br>Remsilinders | | (V) 2 / 21 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) 65 | (L) |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | | (V) 87,8 / 34,8 | (L) |
| Drawgear Equipment<br>Trekwerkuitrusting | | AAR M501 E | |
| Coupler / Yoke<br>Koppelaar / Juk | | SASKOP-S / SAR-SAS | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | CATTLE<br>VEE |
| Converted for<br>Omskep vir | GENERAL GOODS<br>ALGEMENE GOEDERE |

| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 19 050 |
| Load kg<br>Vrag | 29 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | 28,7 |
| Capacity $m^3$<br>Inhoudsvermoë | 59,6 |

FB-3

/30

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

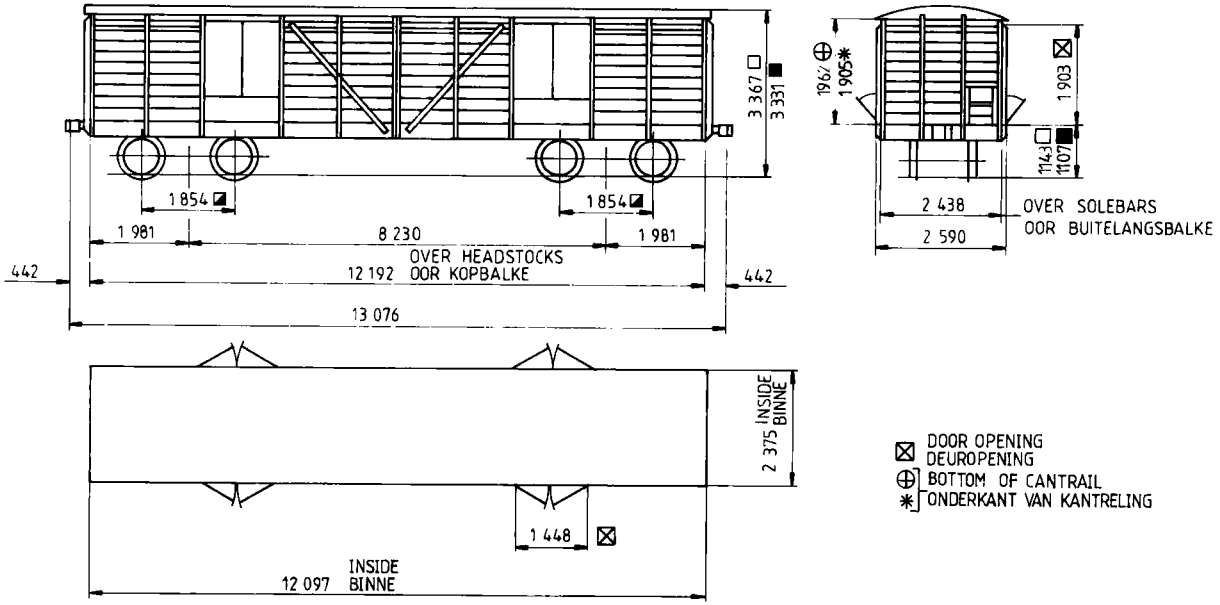
Dual Power - Automatic / Tweekrag - Outomaties

A Slack Adjuster / R Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




⊠ DOOR OPENING / DEUROPENING

⊕ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

✱

**Remarks / Opmerkings**

WAGONS FITTED WITH 10 234 BOGIES HAVE IN MANY INSTANCES BEEN CHANGED OUT WITH SARCAST BOGIES
TROKKE GEPAS MET 10 234 DRAAISTELLE IN BAIE GEVALLE MET SARCAST - DRAAISTELLE UITGERUIL

84 340 010; 84 340 037; 84 340 045; 84 340 061; 84 340 118 / 84 340 312 — 10 234 BOGIE / DRAAISTEL ( CME 105 / 12 - A 28 ) ● 4/4 2/ELLIP NESTS / BUNDELS □ 1165

84 340 002; 84 340 029; 84 340 088; 84 340 096 — SARCAST BOGIE / DRAAISTEL ● 6/0 ◪ 1753 ■ 1129 □ 1165

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84-340 002 / 84-340 517 | 1950 - 1956 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| GZ - 5 | 1983 - 84 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | ✱ W - 1/9724 ● W - 1/10 490 |
| Bogie Type / Draaisteltipe | ● |
| Bearing Size / Laergrootte | 10 × 5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | ● |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) ✱ 77,2 / 31,8 ● 82,3 / 33 9 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR - SAS |

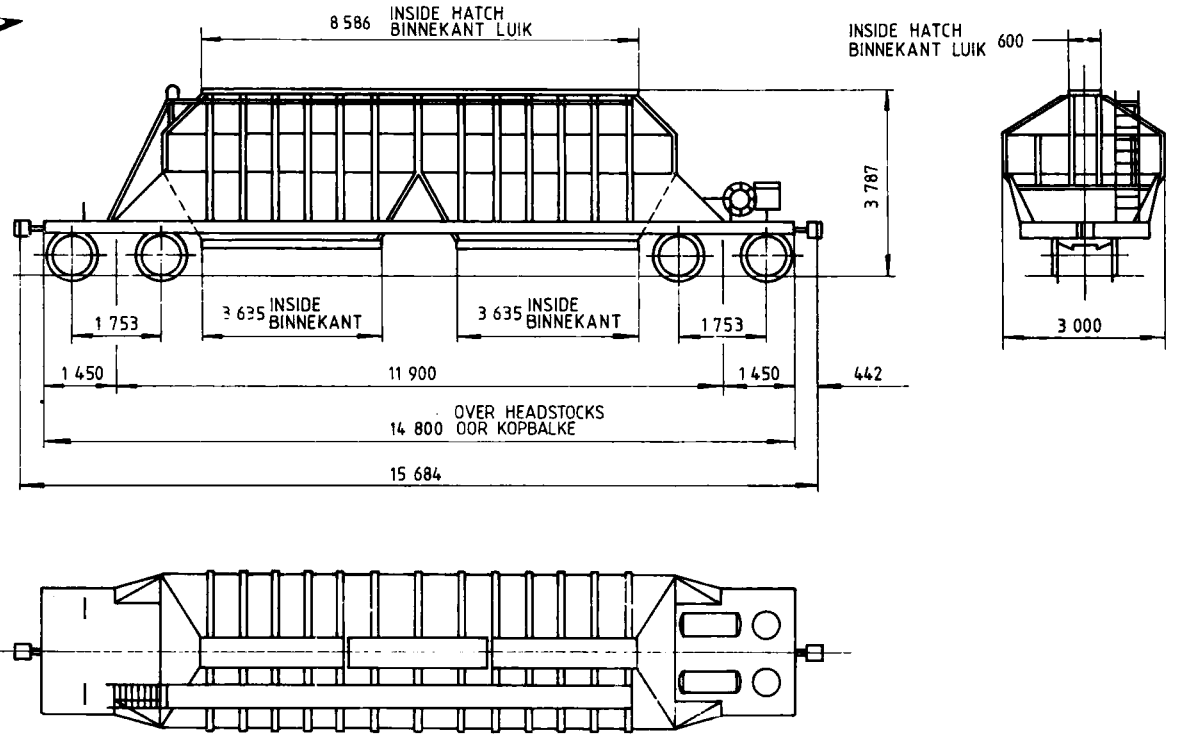
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 076 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | CATTLE / VEE |
| Converted for / Omskep vir | GENERAL GOODS / ALGEMENE GOEDERE |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 320 |
| Load kg / Vrag kg | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 28,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | ● 56,3 ✱ 54,7 |
| | |
| | |

FB - 4

13




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-
◒ 18 500 kg MAXIMUM AXLE LOAD / MAKSIMUM ASBELASTING
◪ 15 000 kg MAXIMUM AXLE LOAD / MAKSIMUM ASBELASTING

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 87-500 000 / 87-506 590 | 1975-76 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D028 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | V / D / R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 64,8 / ◒ 41,1 ◪ 50,2 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 081 | | |
| | | | |
| | | | |
| | | | |
| Design Limit - Mass on Rail - kg / Ontwerplimiet - Massa op Spoor | 74 000 | | |
| Originally designed for / Oorspronklik ontwerp vir | SUGAR / SUIKER | | |
| Converted for / Omskep vir | | | |

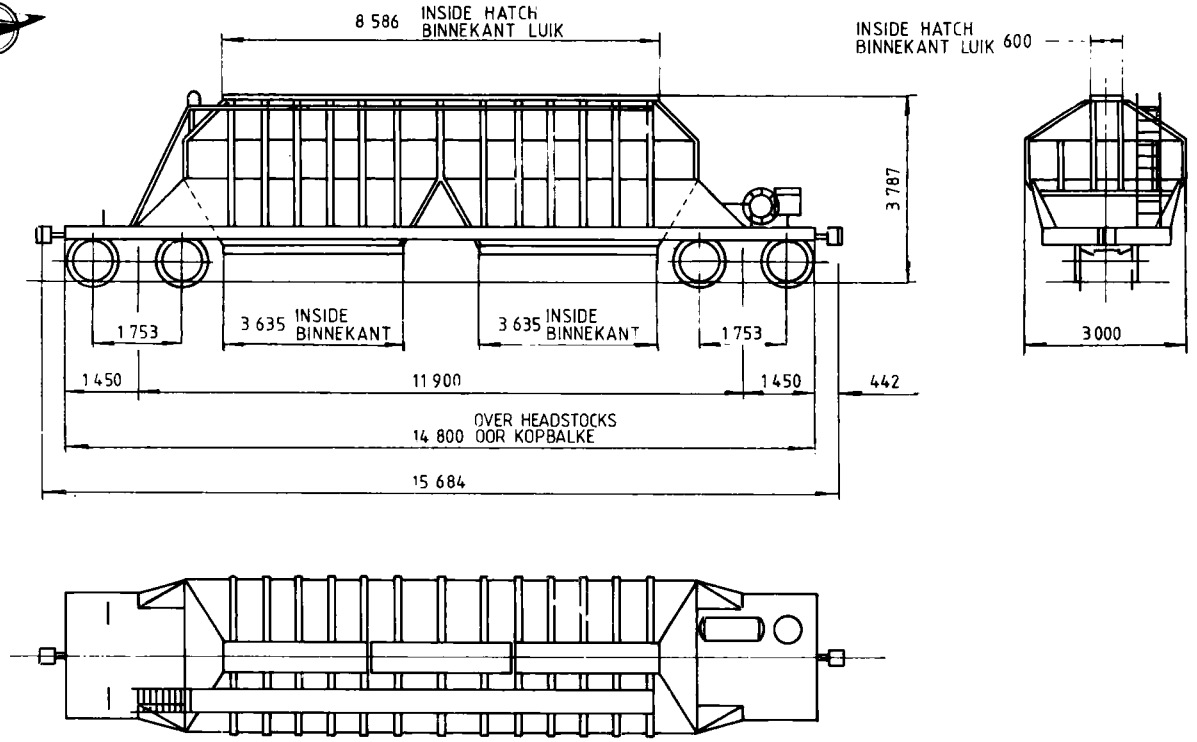
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 250 |
| Load kg / Vrag | ◒ 50 000 ◪ 36 750 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 58 |

FCD-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingnrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingnrigting

Brake System - Remstelsel
Dual Power - Automatic
A Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
Dual Power - Manually operated
D Tweekrag - Handbediening




Remarks / Opmerkings :-
◒ 18 500 kg MAXIMUM AXLE LOAD / MAKSIMUM ASBELASTING
◪ 15 000 kg MAXIMUM AXLE LOAD / MAKSIMUM ASBELASTING

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 87-500 000 / 87-506 580 | 1975-76 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FCD-2 | 1984- |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D028 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 081 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | V / R | | |
| Brake Cylinders / Remsilinders | (V) 1/21 (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) | Originally designed for / Oorspronklik ontwerp vir | SUGAR / SUIKER |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 63,5 / ◒ 20,0 ◪ 24,4 (L) | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | Date / Datum | |

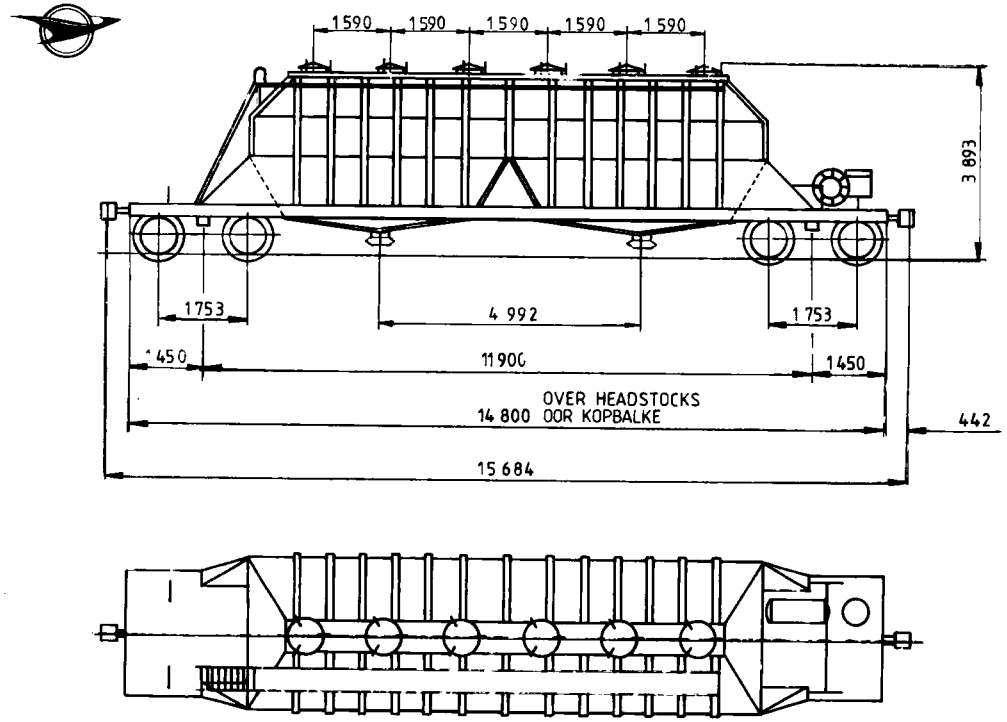
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 890 |
| Load kg / Vrag kg | ◒ 50 000 ◪ 36 750 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 58 |

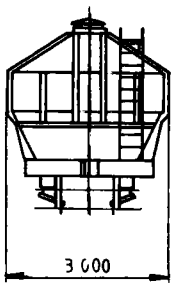
FCJ-2

/33

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening



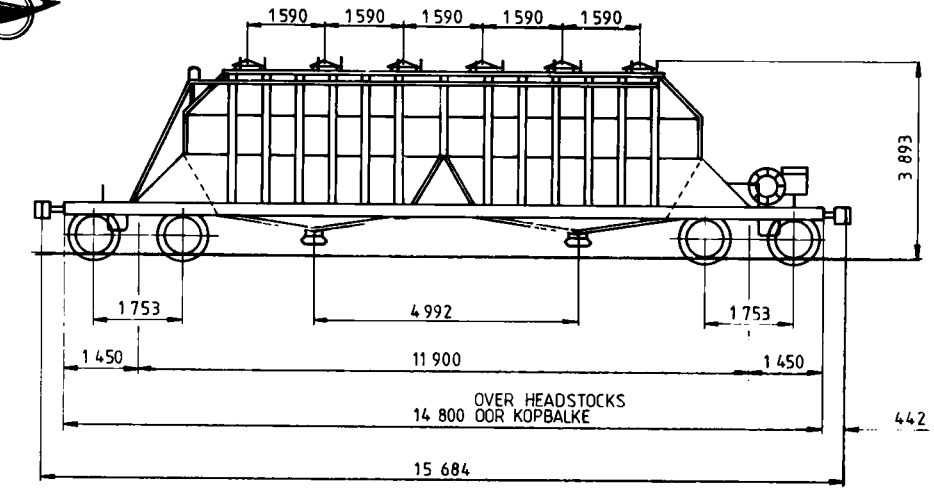

Remarks
Opmerkings

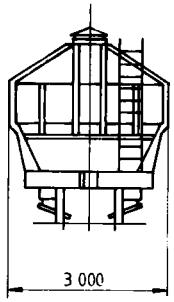
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 87-010 100 / 87-010 313 | 1975-76 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FCD-2 | 1981 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 178/12-A21 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 23 570 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | Load / Vrag kg | 47 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | | | Floor Area / Vloeroppervlakte $m^2$ | |
| Brake System / Remstelsel | V / R | | | | Capacity / Inhoudsvermoë $m^3$ | 55 |
| Brake Cylinders / Remsilinders | (V)1/21 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V)65 | (L) | Originally designed for / Oorspronklik ontwerp vir | SUGAR / SUIKER | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 61,7 / 20,6 | (L) | Converted for / Omskep vir | REFINED SUGAR / GERAFFINEERDE SUIKER | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | Date / Datum | | | |

FFJ-1




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings: INTERIOR LINING: "DIMETCOTE" PAINT (FOOD GRADE) / BINNEVOERING: "DIMETCOTE-VERF" (VOEDSELGRAAD)

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 87-010 100 / 87-010 313 | 1975-76 |
| 87-010 321 / 87-010 410 | 1975-76 |
| 87-010 429 / 87-010 674 | 1975-76 |
| 87-010 682 / 87-010 933 | 1975-76 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FCD-2 | 1981-1985 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | CME 178/12-A21 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draaisteltipe | | SPOORBARBER | | | |
| Bearing Size / Laergrootte | | D | | | |
| Springs per Bogie / Vere per Draaistel | Outer / Inner / Buite / Binne | 10/10 | | | |
| Brake System / Remstelsel | | V/L/R | | | |
| Brake Cylinders / Remsilinders | | (V) 1/21 | (L) 1/10 x 12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | SUGAR / SUIKER |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) 66,0/22,2 | (L) 56,5/19,0 | Converted for / Omskep vir | REFINED SUGAR / GERAFFINEERDE SUIKER |
| Drawgear Equipment / Trekwerkuitrusting | | AAR M901 E | | | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S / SAR-SAS | | | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

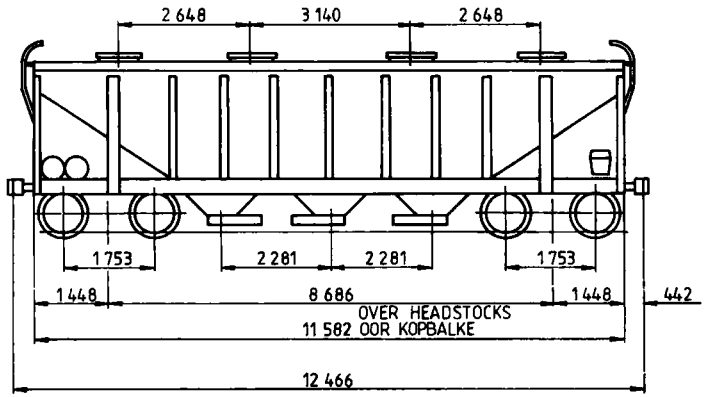
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 810 |
| Load kg / Vrag | 47 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 55 |
| | |
| | |

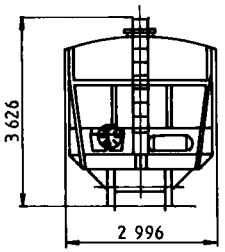
FFLJ-1

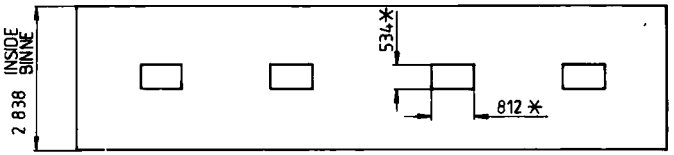
135

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




* ROOF DOOR OPENING
DAKDEUROPENING

Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86-014 250 | 1972 |
| 86-017 225 | 1972 |
| 86-018 647 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/D014 ; W 001/D019 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/4 | | |
| Brake System / Remstelsel | V/D/R | | |
| Brake Cylinders / Remsilinders | (V) 4/15 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 68,7 / 48,7 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

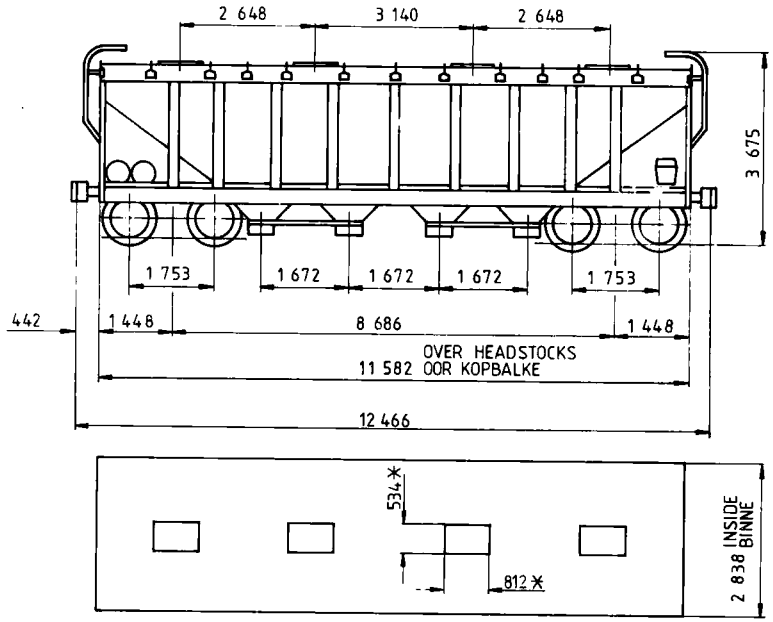
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1058 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

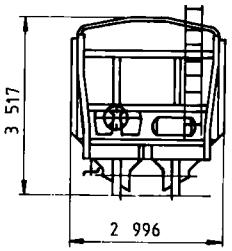
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 20000 |
| Load kg / Vrag | 42 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 66,9 |
| | |
| | |

FGD-1

136




* ROOF DOOR OPENING
DAKDEUROPENING

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks
Opmerkings

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86-021 036 / 96-029 274 | 1974 - 75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D026 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie / Vere per Draaistel — Outer / Inner / Buite / Binne | 10/4 | | |
| Brake System / Remstelsel | V/D/R | | |
| Brake Cylinders / Remsilinders | (V) 4/15 | (L) | |
| Train Pipe / Treinpyp — Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage / Rempersentasie — Empty / Loaded / Leeg / Met Vrag | (V) 69,1 / 48,8 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 058 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

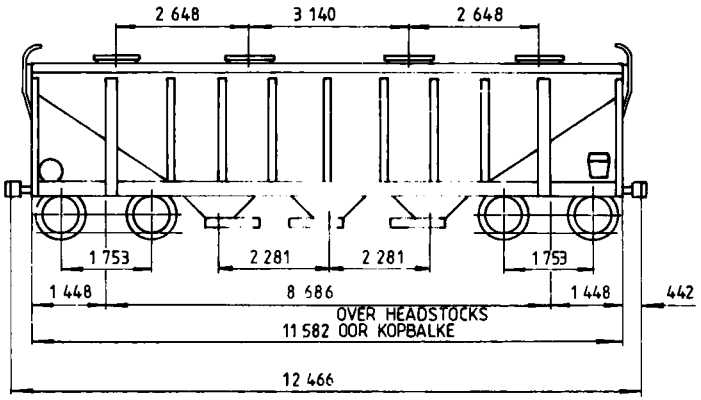
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 900 |
| Load kg / Vrag | 42 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 65,3 |
| | |
| | |

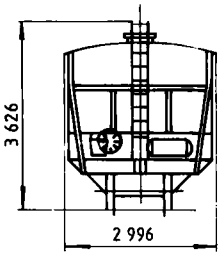
FGD-2

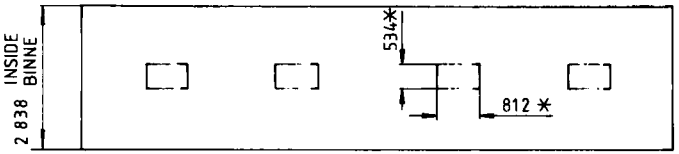
/37

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




* ROOF DOOR OPENING
DAKDEUROPENING

Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86 - 010 018 / 86 - 015 508 | 1971 - 72 |
| 86 - 015 516 / 86 - 021 001 | 1972 - 73 |
| 86 - 021 028 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FGD-1 | 1981 - |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/D014 ; W 001/D019 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/4 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 75,7/24,0 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR - SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1058 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

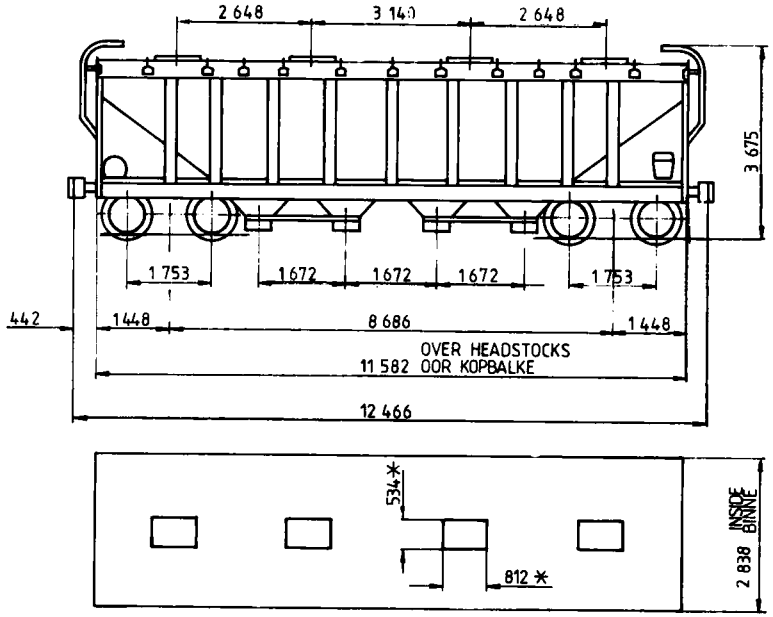
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

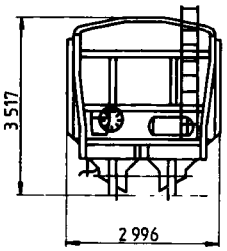
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 540 |
| Load kg / Vrag kg | 42 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 66,9 |
| | |
| | |

FGJ - 1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




* ROOF DOOR OPENING
DAKDEUROPENING

Remarks
Opmerkings :-

| | |
|---|---|
| Drawing Number / Tekeningnommer | W001 / D026 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | C |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/4 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/15 (L) |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,7 / 22,4 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 058 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86-021 036 / 86-029 274 | 1974 - 75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FGD - 2 | 1983- |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 440 |
| Load kg / Vrag kg | 42 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 65,3 |
| | |
| | |

FGJ-2

Drawgear Equipment - Trekwerkuitrusting

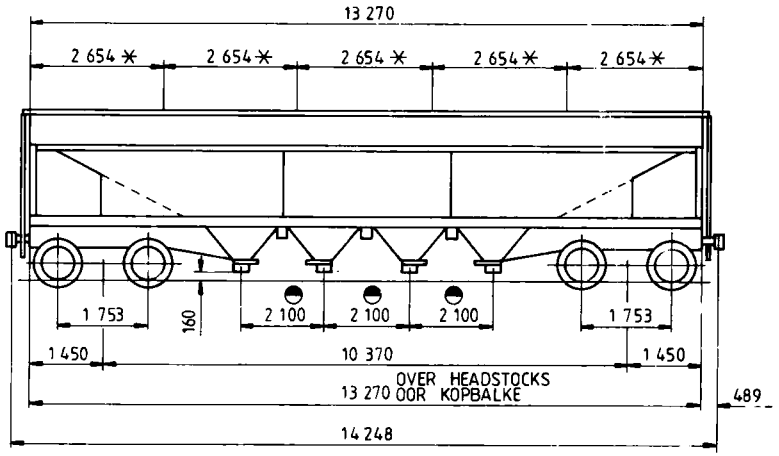
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

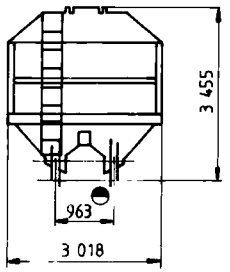
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
Slack Adjuster
R Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




* ROOF DOOR OPENING (5 DOORS)
DAKDEUROPENING (5 DEURE)

HOPPER CENTRES
LOSSERHARTAFSTAND

Remarks :- 8 DISCHARGE VALVES 389 x 306
Opmerkings UITLAATKLEPPE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86-100 009 / 86-105 493 | 1984 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / F 035 | | |
| Bogie Type / Draaisteltipe | HS MK VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | L / R | | |
| Brake Cylinders / Remsilinders | (V) – | (L) 1 / 10 x 12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) – | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) – | (L) 78,8 / 19,3 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | E / E | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 949 |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

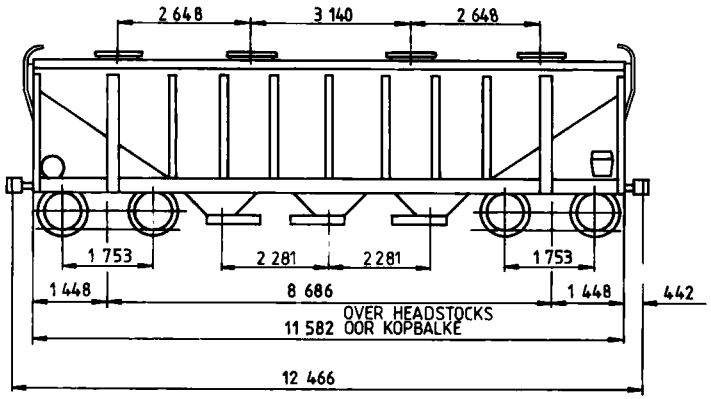
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

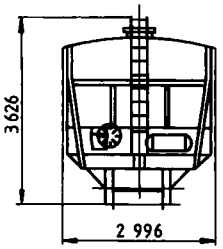
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 400 |
| Load kg / Vrag | 60 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 77,7 |
| | |
| | |

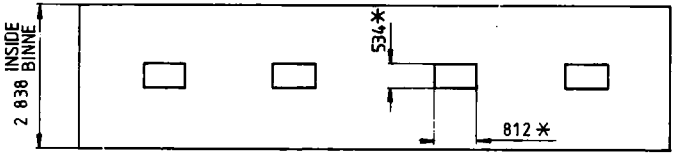
FGL-3

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingingrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




* ROOF DOOR OPENING
DAKDEUROPENING

Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86 - 010 018 / 86 - 015 508 | 1971 - 72 |
| 86 - 015 516 / 86 - 021 001 | 1972 - 73 |
| 86 - 021 028 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FGD-1 ; FGJ-1 | 1984 - |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/D014 ; W001/D019 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 058 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | | |
| Brake System / Remstelsel | V/L/R | | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) 2/7×12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,0 / 23,1 | (L) 69,1 / 21,6 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR-SAS | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 | | |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN | | |
| Converted for / Omskep vir | | | |
| Revision / Hersiening | | | |
| Date / Datum | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 20 000 |
| Load kg / Vrag | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 66,9 |

# FGLJ-1

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

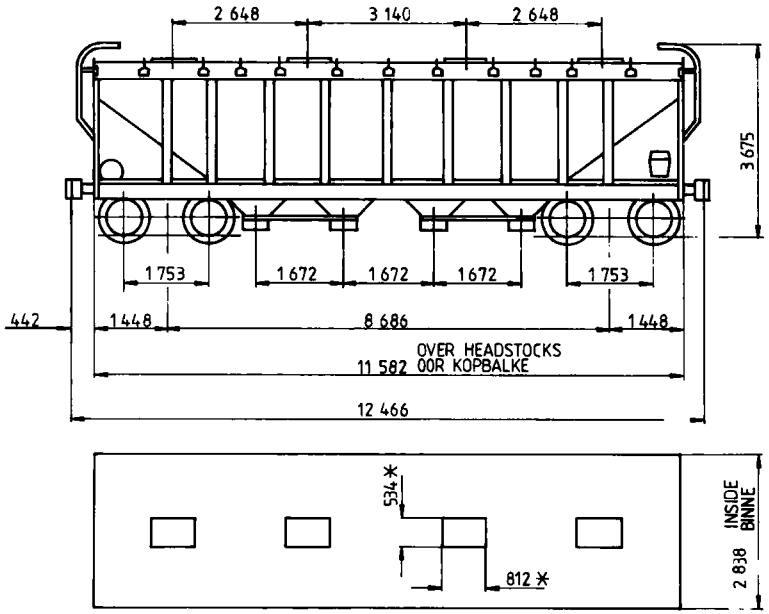
Dual Power - Automatic / Tweekrag - Outomaties / Slack Adjuster / Remversteller — A R

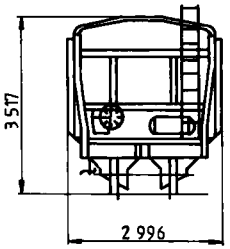
Dual Power - Manually operated / Tweekrag - Handbediening — D

Vacuum / Vakuum — V

Air — L

Lug — L




* ROOF DOOR OPENING
DAKDEUROPENING

Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86-021 036 / 86-029 274 | 1974-75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FGD-2 , FGJ-2 | 1984- |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D026 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | | |
| Brake System / Remstelsel | V/L/R | | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) 2/7×12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 69,1/21,5 | (L) 64,1/20 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

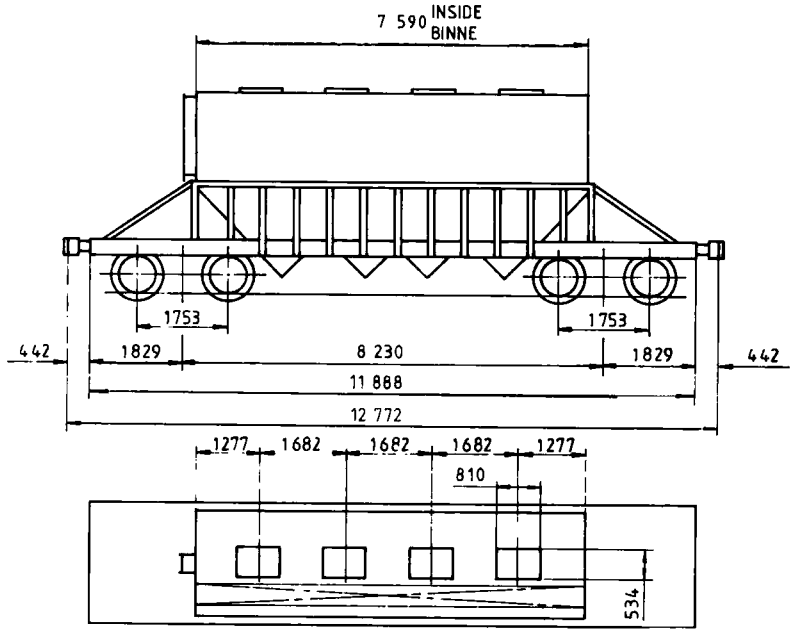
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1058 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

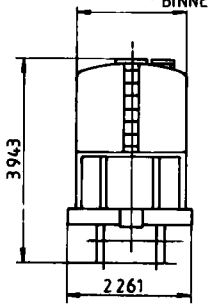
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 900 |
| Load kg / Vrag | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 65,3 |
| | |
| | |

# FGLJ-2

142




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :- ✳1 SERIES / REEKS 67-016 006/67-024 769

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 182/12 - C99 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/D | |
| Brake Cylinders / Remsilinders | (V) 4/18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 59,5/29 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1016 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | GRANULATED PRODUCTS / KORRELPRODUKTE |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86 - 500 007 / 86 - 501 348 | 1958 - 1959 |

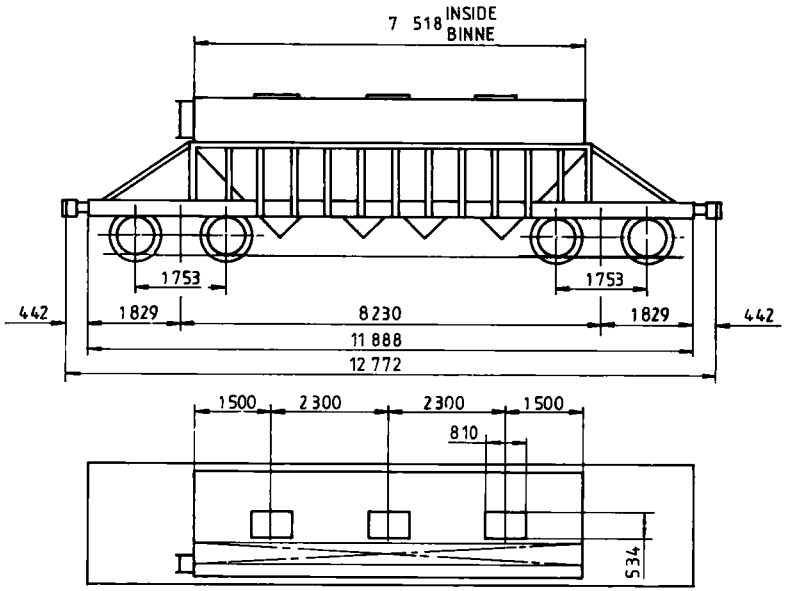
| Converted from / Omskep van | Date / Datum |
|---|---|
| AZD - 4 ✳1 | 1977 - 78 |
| | |

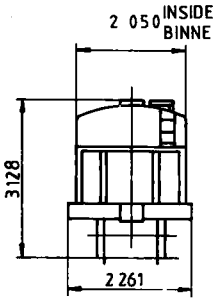
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 950 |
| Load kg / Vrag | 49 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 45 |
| | |
| | |

FKD - 1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
Dual Power - Automatic / Tweekrag - Outomaties
A
Slack Adjuster / Remversteller
R
Dual Power - Manually operated / Tweekrag - Handbediening
D
Vacuum / Vakuum
V
Air / Lug
L




✱1
✱2

Remarks / Opmerkings :-

✱1 WAGON / TROK 67-280 223

✱2 SERIES / REEKS 67-016 006/67-024 769

✱3 CANOPY / DAK ROLLOMATIC ENGINEERING RE. 1637. UNDERFRAME / ONDERSTEL CME 118/12-A21, W1/20045

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | ✱3 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | |
| Bearing Size / Laergrootte | D | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | | | |
| Brake System / Remstelsel | V/D | | | | |
| Brake Cylinders / Remsilinders | (V) 4/18 | (L) | Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 60/29,2 | (L) | Converted for / Omskep vir | RICHARDS BAY MINERALS / RICHARDSBAAI MINERALE | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR / SAS | | Date / Datum | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ✱1 86-505 491 | 1968 |
| ✱2 86-505 505/86-506 064 | 1958 - 1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| ✱2 AZD-4 | 1978 |
| ✱1 AZD-6 | 1984 |

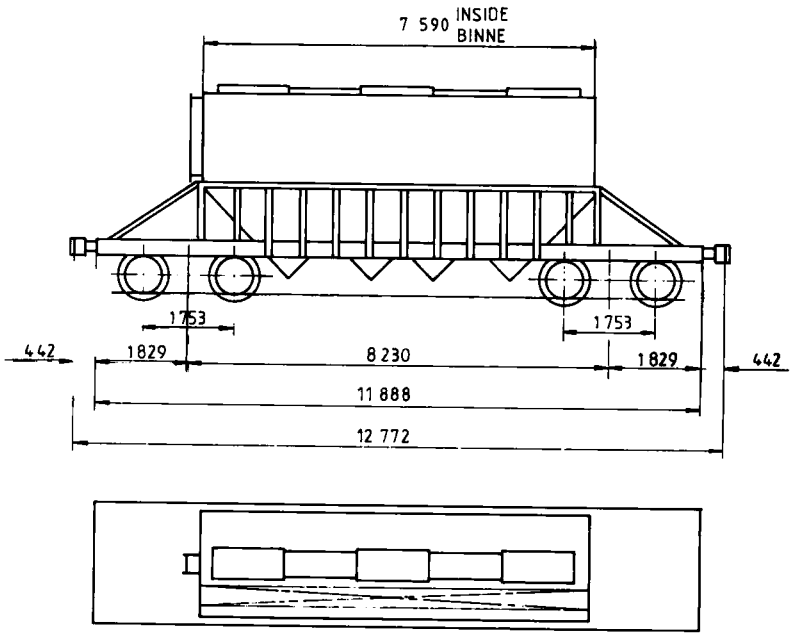
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23750 |
| Load kg / Vrag kg | 50000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 34 |

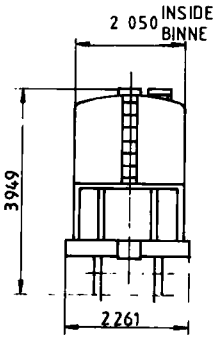
# FKD-2

144

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :- ✳1 SERIES / REEKS 67-016 006 / 67-024 769

CONTINUOUS ROOF DOOR OPENING
AANEENLOPENDE DAKDEUROPENING 6 990 × 534

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86-501 356 / 86-503 596 | 1958 - 1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| AZD-4 ✳1 | 1978 - |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 4559/12 - 000 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/D | | |
| Brake Cylinders / Remsilinders | (V) 4/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 58,9/29,4 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | |

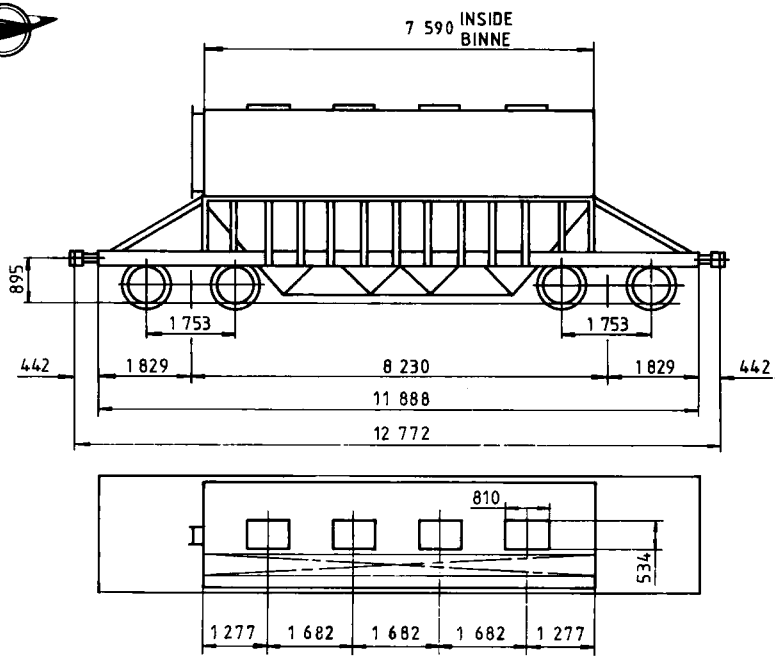
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 016 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | GRANULATED PRODUCTS / KORRELPRODUKTE |

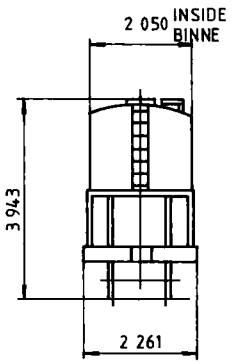
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 24 180 |
| Load kg / Vrag kg | 49 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 45 |
| | |
| | |

FKD - 3

145




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
Tweekrag - Outomaties
A
Slack Adjuster
R
Remverstelier

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :-

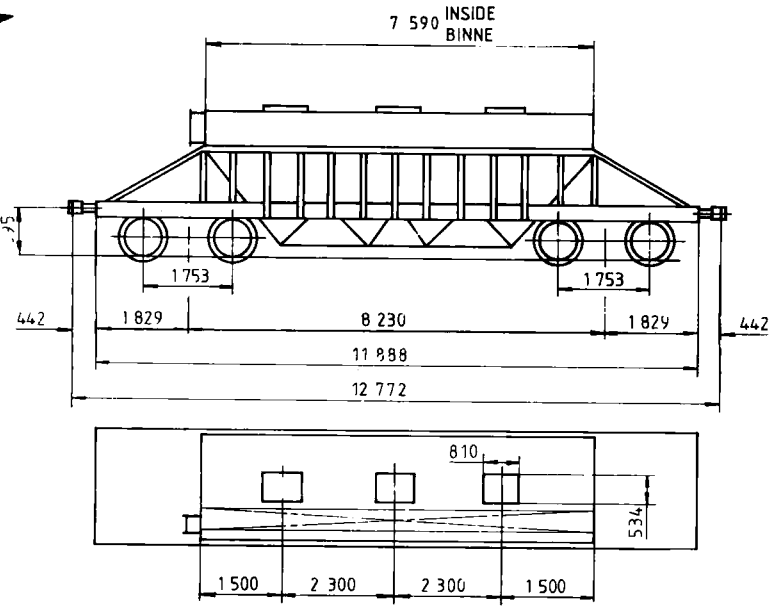
| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 86 500 007 / 86 500 198<br>86 500 228 / 86 500 686<br>86 500 708 / 86 501 348 | 1958-59 |

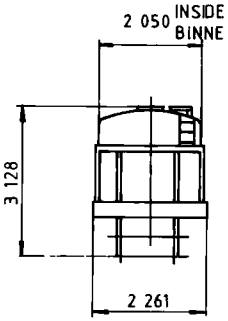
| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| FKD-1 | 1981 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 182 / 12 - C99 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1 016 | Tare (Average) kg<br>Tarra (Gemiddeld) kg | 23 950 |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | | | | Load kg<br>Vrag kg | 49 000 |
| Bearing Size<br>Laergrootte | D | | | | Load (Coal) kg<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | |
| Brake System<br>Remstelsel | V | | | | Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 45 |
| Brake Cylinders<br>Remsilinders | (V) 2 / 18 | (L) - | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor kg | 74 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 50 | (L) - | Originally designed for<br>Oorspronklik ontwerp vir | IRON ORE<br>YSTERERTS | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 59,5/29 | (L) - | Converted for<br>Omskep vir | GRANULATED PRODUCTS<br>KORRELPRODUKTE | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M 901 E | | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR SAS | | Date<br>Datum | | | |

# FKJ-1

146




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :- * 1 CANOPY / DAK ROLLOMATIC ENGINEERING RE 1637. UNDERFRAME / ONDERSTEL CME 118/2-A21, W1/20045

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86-505 491 / 86-505 963 | 1958-59 |
| 86-505 971 / 86-506 064 | 1958-59 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FKD-2 | 1981 |
| AZJ-4 | 1984 |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | * 1 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) - | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) - | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 60 / 29,2 | (L) - | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

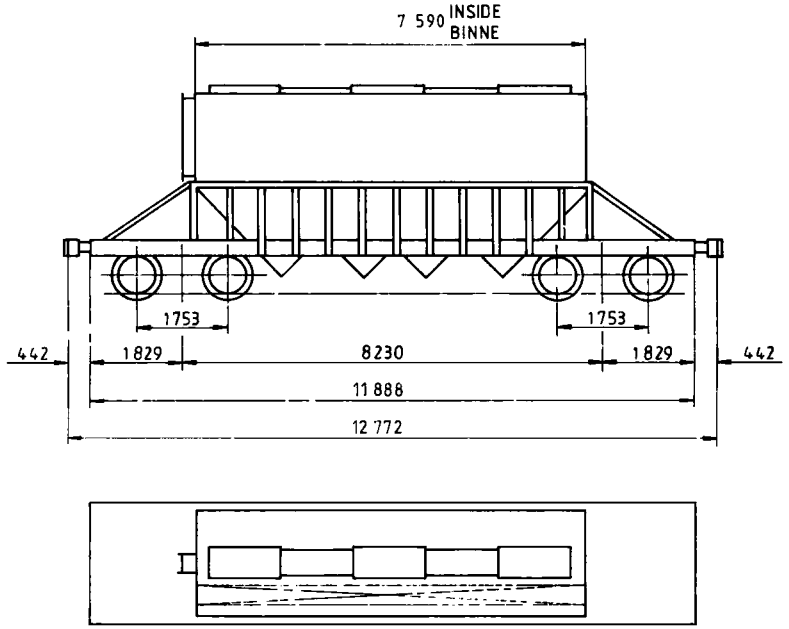
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | GRANULATED PRODUCTS / KORRELPRODUKTE |

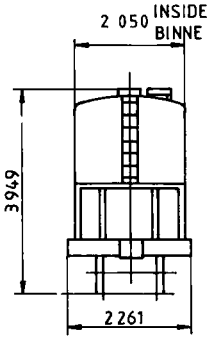
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 750 |
| Load kg / Vrag | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 32 |

# FKJ-2

147




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks :- CONTINUOUS ROOF DOOR OPENING 6 990×534
Opmerkings :- AANEENLOPENDE DAKDEUROPENING

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86 501 356 / 86 503 626<br>86 503 642 / 86 503 669<br>86 503 685<br>86 503 715<br>86 503 731 / 86 503 774<br>86 503 790 / 86 503 812<br>86 503 855<br>86 503 898 & 86 503 901<br>86 503 944<br>86 503 960<br>86 503 987 & 86 503 995<br>86 504 010 / 86 504 045<br>86 504 088 / 86 504 126<br>86 504 207<br>86 504 223 & 86 504 231<br>86 504 266<br>86 504 282 / 86 504 339<br>86 504 355 / 86 504 487<br>86 504 509 / 86 504 576<br>86 504 592 / 86 504 649 | 1958 - 1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FKD-3 | 1981 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | | CME 4559/12 - 000 | |
| Bogie Type / Draaisteltipe | | SPOORBARBER | |
| Bearing Size / Laergrootte | | D | |
| Springs per Bogie / Vere per Draaistel | Outer / Inner / Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | | V | |
| Brake Cylinders / Remsilinders | | (V) 2/18 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) 65 | (L) |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) 60,4/19,6 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S / SAR / SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1016 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | GRANULATED PRODUCTS / KORRELPRODUKTE |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23580 |
| Load kg / Vrag | 49000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | 45 |
| | |
| | |

# FKJ - 3

148

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

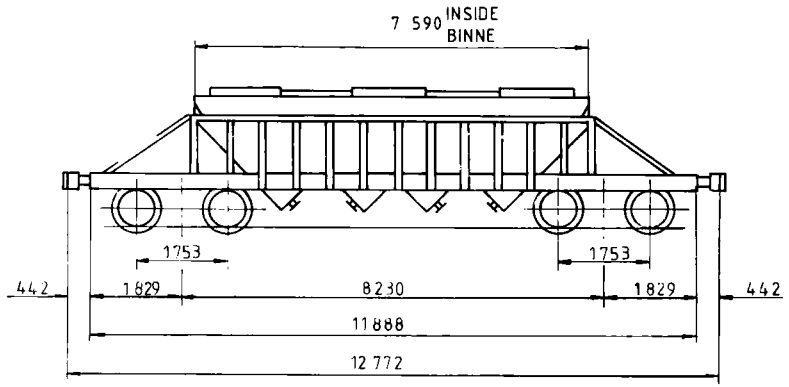
A Dual Power - Automatic / Tweekrag - Outomaties

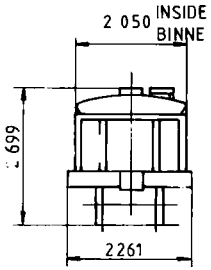
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings : CONTINUOUS ROOF DOOR OPENING
AANEENLOPENDE DAKDEUROPENING 6 990×534

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86-506 072 / 86-506 129 | 1958–1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| AZJ-4 | 1984 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 391/12-C99 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) — |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 65,4/19,9 (L) — |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 826 (CALCULATED / BEREKEN) |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE YSTERERTS |
| Converted for / Omskep vir | RUTILE SAND RUTIELSAND |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 800 |
| Load kg / Vrag kg | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 26,9 |
| | |
| | |

# FKJ - 4

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
A Tweekrag - Outomaties

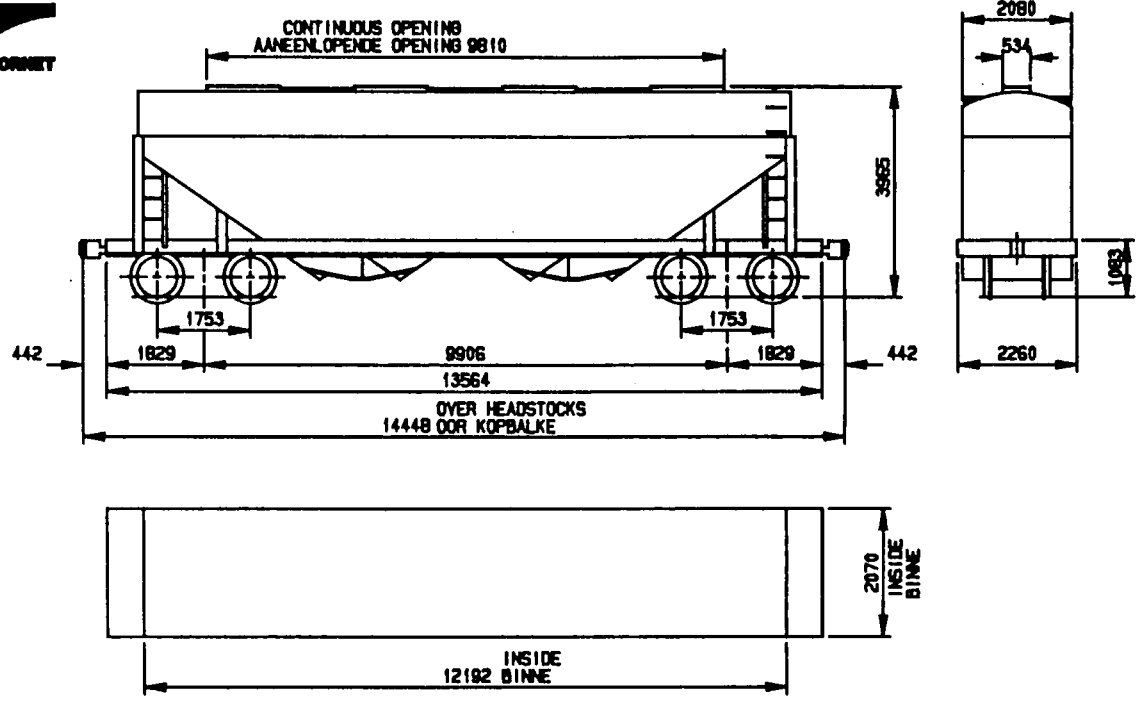
R Slack Adjuster
Remverstelder

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

SPOORNET




Remarks
Opmerkings 1-

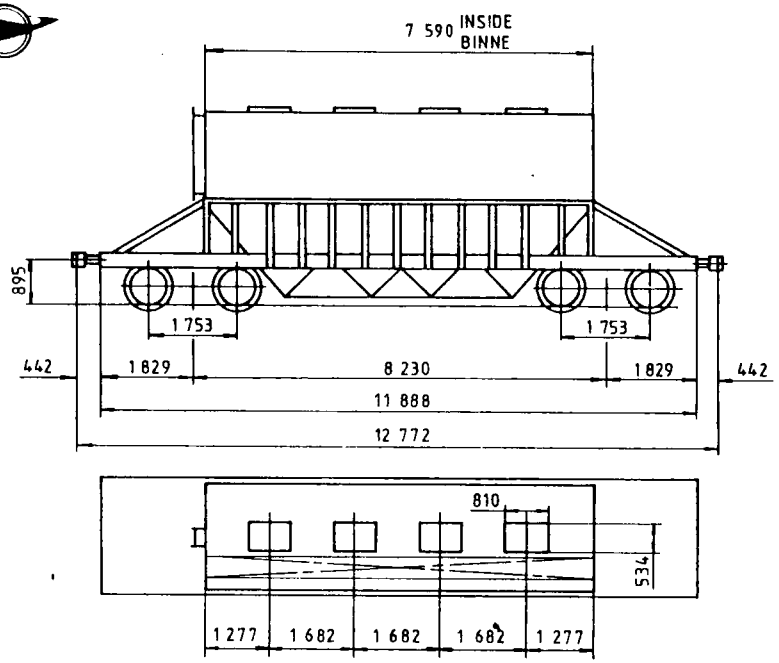
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS A199_001_C99 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | |
| Bogie Type<br>Draaistelltipe | SARCAST | | | | |
| Bearing Size<br>Lagergrootte | 11 x 5½ | | | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 8/0 | | | | |
| Brake System<br>Remstelsel | V | | | | |
| Brake Cylinders<br>Remsilinders | (V) 4/18 | (L) | Design Limit - Mass on Rail<br>Ontwerplimiet - Massa op Spoor kg | 74000 | |
| Train Pipe / Trainpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for<br>Oorspronklik ontwerp vir | COAL<br>STEENKOOL | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 91.9 / 32.2<br>(L) | | Converted for<br>Omskep vir | PETROLEUM COKE<br>PETROLEUMKOOKS | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/SAR SAS | | Date<br>Datum | | |

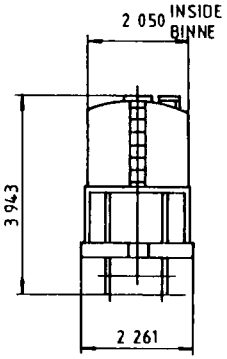
| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 86-506 803 - 86-507 206 | 1967 |
| Converted from<br>Omskep van | Date<br>Datum |
| A-4 | 1993 |
| | |

| | | | |
|---|---|---|---|
| Tare (Average)<br>Tarra (Gemiddeld) | kg | 24000 |
| Load<br>Vrag | | 49000 |
| Load (Coal)<br>Vrag (Steenkool) | kg | |
| Floor Area<br>Vloeroppervlakte | $m^2$ | |
| Capacity<br>Inhoudsvermoë | $m^3$ | 69.6 |

FKJ-5

145




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks
Opmerkings

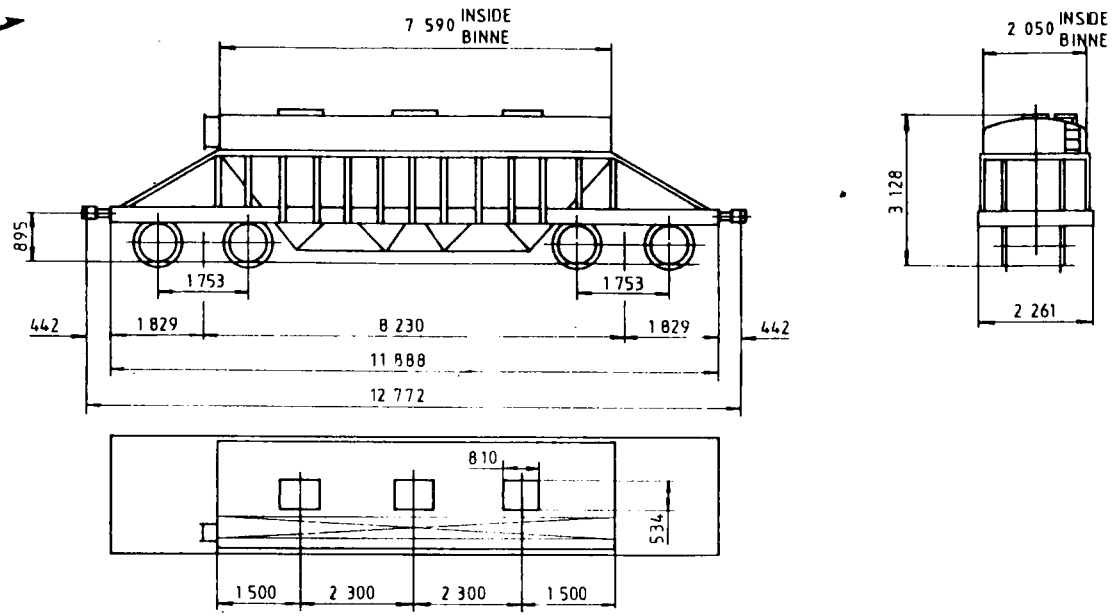
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86 500 007 / 86 500 198<br>86 500 228 / 86 500 686<br>86 500 708 / 86 501 348 | 1958-59 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FKD-1 | 1981 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 182 / 12 - C99 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 016 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | |
| Bearing Size / Laergrootte | D | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | |
| Brake System / Remstelsel | V | | | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) - | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 50 | (L) - | Originally designed for / Oorspronklik ontwerp vir | IRON ORE<br>YSTERERTS | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 59,5/29 | (L) - | Converted for / Omskep vir | GRANULATED PRODUCTS<br>KORRELPRODUKTE | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | Revision / Hersiening | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | | |

| | | |
|---|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 950 | |
| Load kg / Vrag | 49 000 | |
| Load (Coal) kg / Vrag (Steenkool) | | |
| Floor Area $m^2$ / Vloeroppervlakte | | |
| Capacity $m^3$ / Inhoudsvermoë | 45 | |

# FKMJ-1




| Vehicle Numbers Voertuignommers | Placed in Service In Gebruik Geneem |
|---|---|
| 86-505 491 / 86-505 963 | 1958-59 |
| 86-505 971 / 86-506 064 | 1958-59 |

Remarks Opmerkings :- * 1 CANOPY DAK ROLLOMATIC ENGINEERING RE 1637 UNDERFRAME ONDERSTEL CME 118/12-A21, W1/20045

| Converted from Omskep van | Date Datum |
|---|---|
| FKD-2 | 1981 |
| AZJ-4 | 1984 |

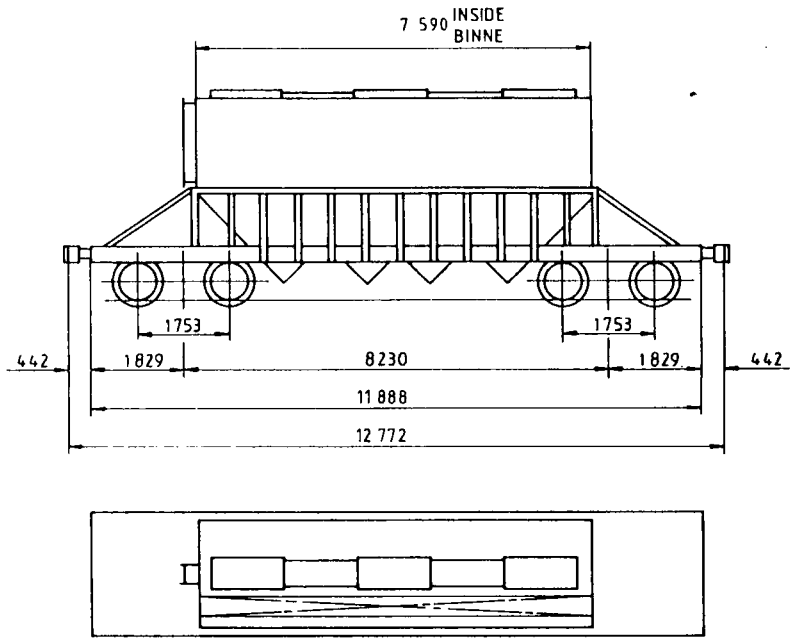
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number Tekeningnommer | * 1 | | Centre of Gravity (Empty) Swaartepunt (Leeg) | | Tare (Average) kg Tarra (Gemiddeld) | 23 750 |
| Bogie Type Draaisteltipe | SPOORBARBER | | | | Load kg Vrag | 50 000 |
| Bearing Size Laergrootte | D | | | | Load (Coal) kg Vrag (Steenkool) | |
| Springs per Bogie Outer / Inner Vere per Draaistel Buite / Binne | 10 / 10 | | | | Floor Area $m^2$ Vloeroppervlakte | |
| Brake System Remstelsel | V | | | | Capacity $m^3$ Inhoudsvermoë | 32 |
| Brake Cylinders Remsilinders | (V) 2 / 18 | (L) - | Design Limit - Mass on Rail kg Ontwerplimiet - Massa op Spoor | 74 000 | | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 50 | (L) - | Originally designed for Oorspronklik ontwerp vir | IRON ORE YSTERERTS | | |
| Brake Percentage Empty / Loaded Rempersentasie Leeg / Met Vrag | (V) 60 / 29,2 | (L) - | Converted for Omskep vir | GRANULATED PRODUCTS KORRELPRODUKTE | | |
| Drawgear Equipment Trekwerkuitrusting | AAR M 901 E | | Revision Hersiening | | | |
| Coupler / Yoke Koppelaar / Juk | SASKOP-S / SAR SAS | | Date Datum | | | |

# FKMJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulïese kussingnrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulïese kussingnrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

147




Remarks / Opmerkings: CONTINUOUS ROOF DOOR OPENING / AANEENLOPENDE DAKDEUROPENING 6 990×534

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 86 501 356 / 86 503 626<br>86 503 642 / 86 503 669<br>86 503 685<br>86 503 715<br>86 503 731 / 86 503 774<br>86 503 790 / 86 503 812<br>86 503 855<br>86 503 898 & 86 503 901<br>86 503 944<br>86 503 960<br>86 503 987 & 86 503 995<br>86 504 010 / 86 504 045<br>86 504 088 / 86 504 126<br>86 504 207<br>86 504 223 & 86 504 231<br>86 504 266<br>86 504 282 / 86 504 339<br>86 504 355 / 86 504 487<br>86 504 509 / 86 504 576<br>86 504 592 / 86 504 649 | 1958 - 1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FKD-3 | 1981 |
| | |

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussingrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 4559/12 - 000 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 604/1196 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR SAS | |

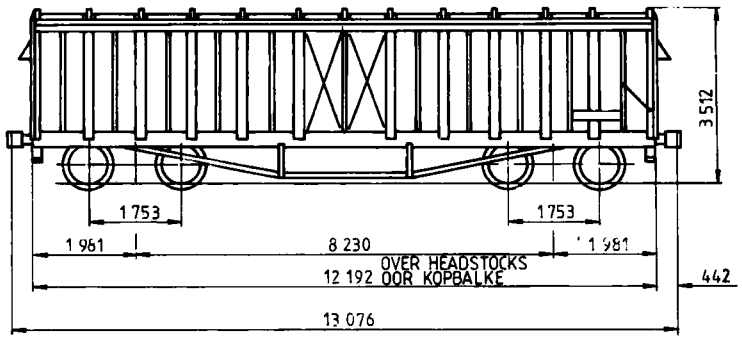
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1016 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | GRANULATED PRODUCTS / KORRELPRODUKTE |

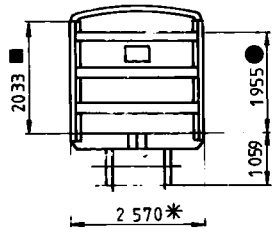
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

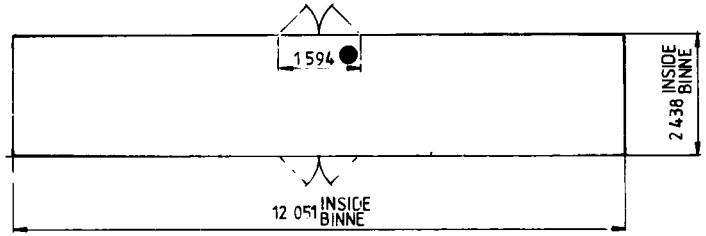
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23580 |
| Load kg / Vrag kg | 49000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 45 |
| | |
| | |

# FKMJ-3

149




● DOOR OPENING
DEUROPENING

* OVER STANCHIONS
OOR STYLE

■ BOTTOM OF CANTRAIL
ONDERKANT VAN KANTRELING

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller
V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :- ◪ ALIGNED (CME 119/12-A28 AXLEBOXES TO DRG No.S. 31/9180)
◍ SPOORBARBER CME 116/12-A28
◍ SPOORBARBER CME 117/12-A28

| Vehicle Numbers Voertuignommers | Placed in Service In Gebruik Geneem |
|---|---|
| 84-018 003 / 84-020 180 | 1966 |

| Converted from Omskep van | Date Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number Tekeningnommer | CME 141/12-A21 | | |
| Bogie Type Draaisteltipe | ◪ ◍ ◍ | | |
| Bearing Size Laergrootte | ◪ 10×5, ◍ C, ◍ D | | |
| Springs per Bogie Outer / Inner Vere per Draaistel Buite / Binne | ◪ 10/10 ◍ 10/0 ◍ 10/10 | | |
| Brake System Remstelsel | V | | |
| Brake Cylinders Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded Rempersentasie Leeg / Met Vrag | (V) ◪ 82,5/33,2 ◍ 68,7/27,7 | (L) | |
| Drawgear Equipment Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) Swaartepunt (Leeg) | 1 140 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for Oorspronklik ontwerp vir | PARCELS PAKKETTE |
| Converted for Omskep vir | |

| Revision Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date Datum | | | | | | |

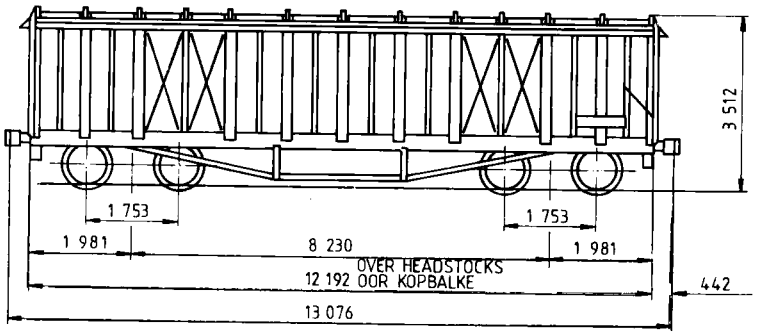
| | |
|---|---|
| Tare (Average) kg Tarra (Gemiddeld) | 20 230 |
| Load kg Vrag | 30 000 |
| Load (Coal) kg Vrag (Steenkool) | |
| Floor Area $m^2$ Vloeroppervlakte | 29 |
| Capacity $m^3$ Inhoudsvermoë | 65 |
| | |
| | |

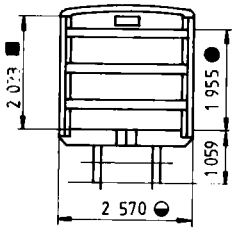
FP - 1

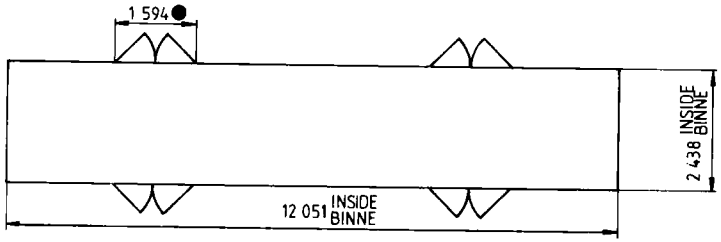
150

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




◒ OVER STANCHIONS / OOR STYLE
● DOOR OPENING / DEUROPENING
■ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings : FITTED WITH CEILING / MET PLAFON GEPAS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84 - 021 004 / 84 - 024 283 | 1969 |
| 84 - 024 291 / 84 - 025 395 | 1969 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W1/20059 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/2 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,6 / 33,6 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP / SAR - SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 070 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | PARCELS / PAKKETTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 730 |
| Load kg / Vrag | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 29 |
| Capacity $m^3$ / Inhoudsvermoë | 65 |
| | |
| | |

FP-2

/51

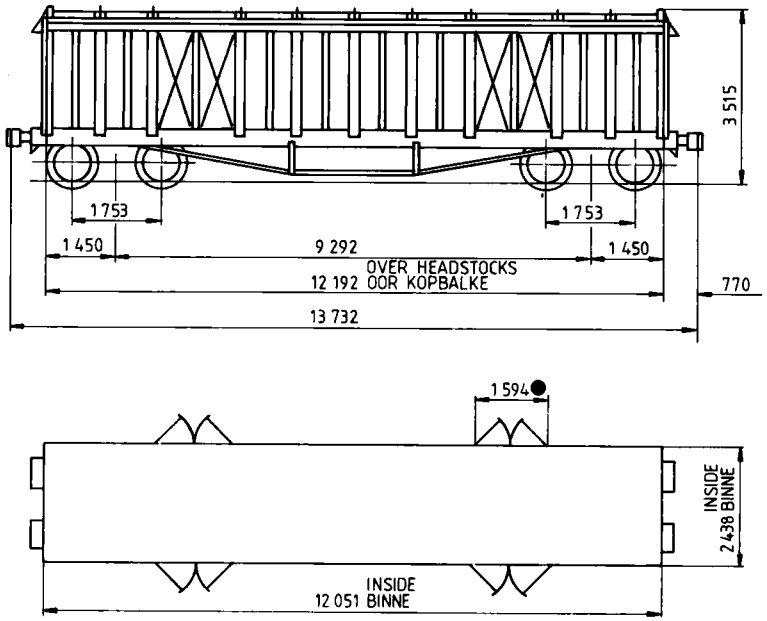
Drawgear Equipment - Trekwerkuitrusting

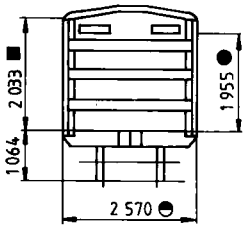
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




● DOOR OPENING
DEUROPENING

◒ OVER STANCHIONS
OOR STYLE

■ BOTTOM OF CANTRAIL
ONDERKANT VAN KANTRELING

Remarks : FITTED WITH CEILING
Opmerkings :- MET PLAFON GEPAS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84-029 005 / 84-039 566 | 1973 - 74 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W001/F010 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | C |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/2 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 67,5/27,6 (L) |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" KK 254 TRAVEL SLAG |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S/- |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1075 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | PARCELS / PAKKETTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

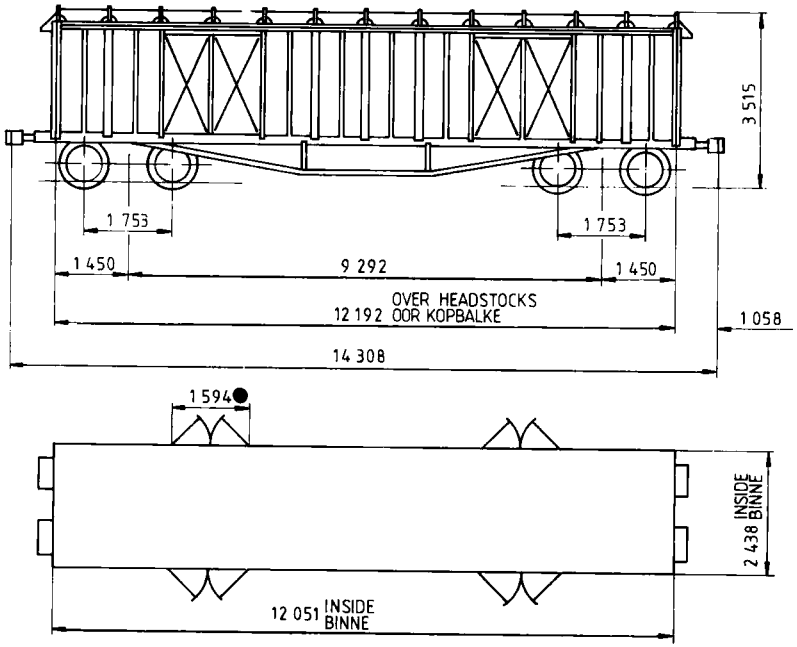
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 730 |
| Load kg / Vrag kg | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 29 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 65 |
| | |
| | |

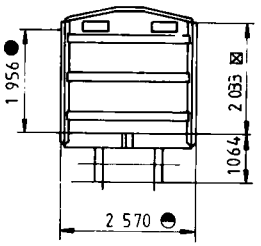
FP-4

152

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




● DOOR OPENING / DEUROPENING
◓ OVER STANCHIONS / OOR STYLE
⊠ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks :- FITTED WITH CEILING
Opmerkings :- MET PLAFON GEPAS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84 - 039 574 / 84 - 040 009 | 1974 - 75 |
| 84 - 040 017 / 84 - 056 800 | 1975 - 77 |
| ◪ 84 - 056 819 / 84 - 062 002 | 1977 - 78 |
| ■ 84 - 064 226 / 84 - 069 716 | 1978 - 79 |
| ◪ 84 - 069 724 / 84 - 075 228 | 1978 - 79 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/F022 W001/F016 | | |
| Bogie Type / Draaisteltipe | ◪ SPOORBARBER HS MK III ■ SPOORBARBER "HYBRID" | | |
| Bearing Size / Laergrootte | C ■◪ D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/2 ■◪ 10/4 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 68,0/28,8 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" SSC 508 TRAVEL SLAG | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S/- | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 047 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | PARCELS / PAKKETTE |
| Converted for / Omskep vir | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 22 000 |
| Load kg / Vrag | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 29 |
| Capacity $m^3$ / Inhoudsvermoë | 65 |
| | |
| | |

FP-5

/53

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

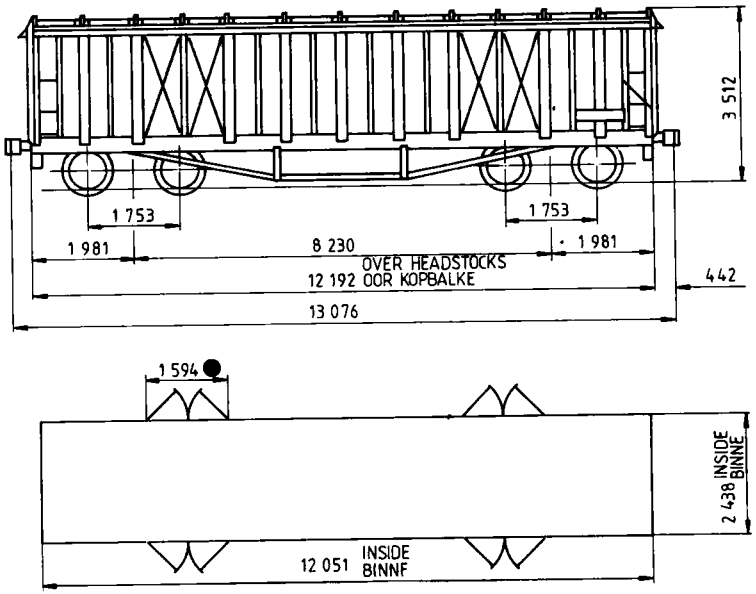
V Vacuum / Vakuum

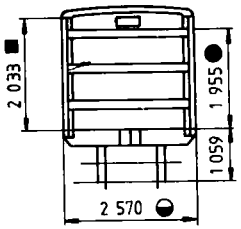
L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




● DOOR OPENING / DEUROPENING

◒ OVER STANCHIONS / OOR STYLE

■ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings :- FITTED WITH CEILING / MET PLAFON GEPAS

FITTED WITH THROUGH STEAM HEAT PIPE FOR USE ON PASSENGER TRAINS / MET DEUR-STOOMVERHITTERPYP GEPAS VIR GEBRUIK AAN PASSASIERSTREINE

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84-062 010 / 84-064 218 | 1974 - 75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FP - 2 | 1974 - 75 |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W1 / 20059 |
| Bogie Type / Draaisteltipe | HS MK III |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 4 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,5 / 28,0 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS |

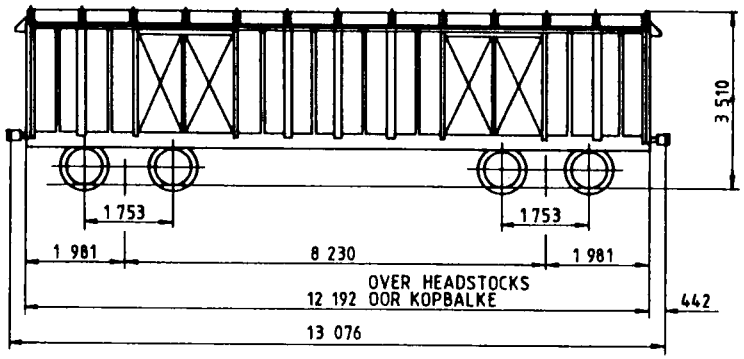
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 070 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | PARCELS / PAKKETTE |
| Converted for / Omskep vir | |

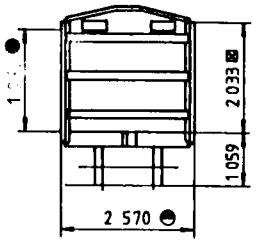
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

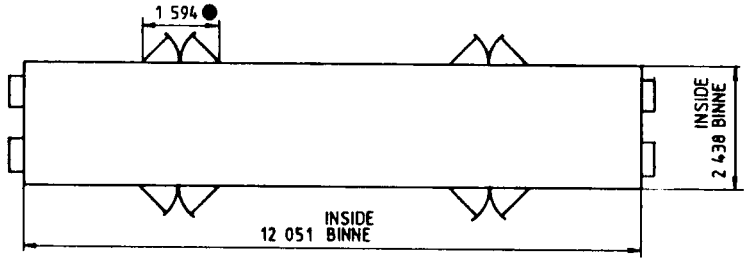
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 730 |
| Load kg / Vrag kg | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 29 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 65 |
| | |
| | |

# FP-6

154




● DOOR OPENING
DEUROPENING

◒ OVER STANCHIONS
OOR STYLE

▣ BOTTOM OF CANTRAIL
ONDERKANT VAN KANTRELING

**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussingrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussingrigting

**Brake System - Remstelsel**

V Vacuum Vakuum
L Air Lug
D Dual Power - Manually operated Tweekrag - Handbediening
A Dual Power - Automatic Tweekrag - Outomaties
R Slack Adjuster Remverstelle

**Remarks**
**Opmerkings**

✳ FP-5 BODY MOUNTED ON GZ-7 OR GZA-1 UNDERFRAME
BAKWERK GEMONTEER OP GZ-9 OF ONDERSTEL

▲ FOR BODY SEE DRG. / VIR BAKWERK KYK TEK. No's. W-001/F016 & W-001/F022.
FOR UNDERFRAME SEE DRG. / VIR ONDERSTEL KYK TEK. No's. W.2/20021 & W.113/20021 (GZ-9); CME 122/12-A63 (GZ-7)
FITTED WITH CEILING
MET PLAFON GEPAS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | ▲ | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 10 × 5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 63,22 / 20,4 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / ~~Koppelaar~~ / Juk | SASKOP - S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | PARCELS / PAKKETTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84 - 080 000 / 84 - 084 820 | 1965 - 79 |
| 84 - 084 839 / 84 - 091 770 | 1965 - 79 |
| 84 - 091 789 / 84 - 099 763 | 1965 - 79 |

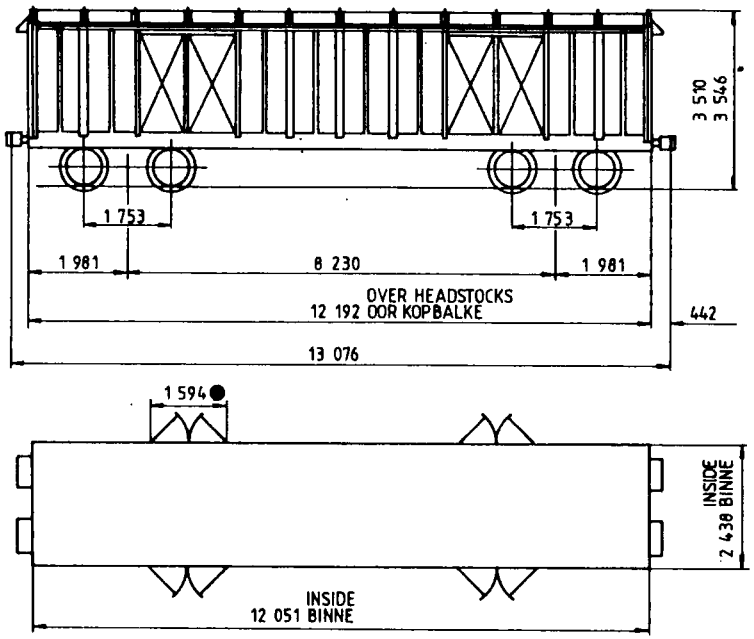
| Converted from / Omskep van | Date / Datum |
|---|---|
| ✳ | 1985 - |
| | |

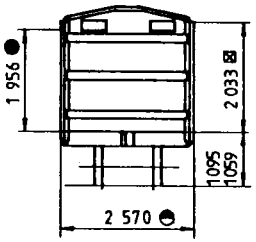
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 100 |
| Load kg / Vrag kg | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 29 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 65 |

# FPJ - 9

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




✱2
✱3

● DOOR OPENING / DEUROPENING
◓ OVER STANCHIONS / OOR STYLE
⊠ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

✱2 OZ-12 ] UNDERFRAME
✱3 OZ-11 ] ONDERSTEL

FITTED WITH CEILING
MET PLAFON GEPAS

Remarks / Opmerkings :-

✱1 FP-5 BODY MOUNTED ON FB-1 ] UNDERFRAME
BAKWERK GEMONTEER OP OZ-8 ] ONDERSTEL

▲ FOR BODY SEE DRG. / VIR BAKWERK KYK TEK. Nos W-001/F016 & W-001/F022
FOR UNDERFRAME SEE DRG. / VIR ONDERSTEL KYK TEK. Nos W.1/10954 & W.1/10538 (OZ-8) ; W.1/10962 (FB-1)

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84-110 007 / 84-114 835 | 1950-79 |
| 84-114 843 | 1974 |
| 84-114 851 | 1963 |
| 84-114 878/84-121 459 | 1950-79 |
| 84-121 467/84-123 141 | 1950-79 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| ✱1 ✱2 ✱3 | 1985 - |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | ▲ | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 63,22/19 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | |
| | | | |
| | | | |
| | | | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 | | |
| Originally designed for / Oorspronklik ontwerp vir | PARCELS / PAKKETTE | | |
| Converted for / Omskep vir | | | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

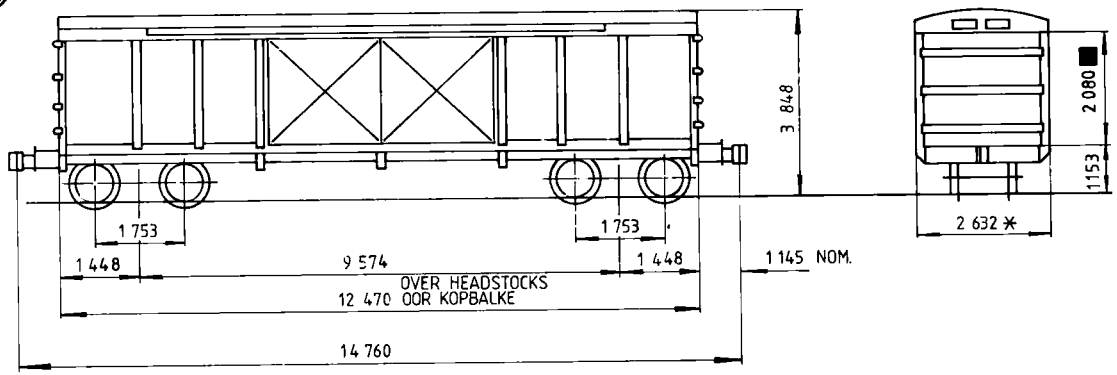
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 100 |
| Load kg / Vrag | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 29 |
| Capacity $m^3$ / Inhoudsvermoë | 65 |

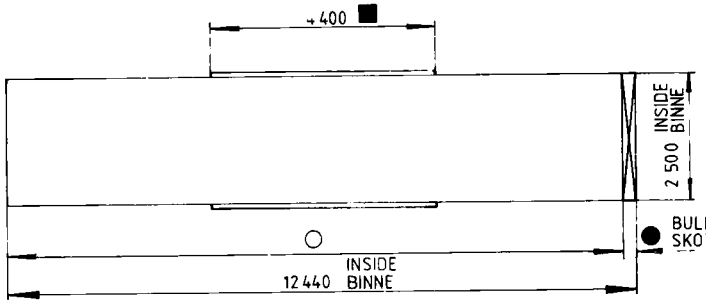
# FPJ-10

156

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




| | BULKHEAD UP / SKOT OP | BULKHEAD DOWN / SKOT AF |
|---|---|---|
| ○ | 12 200 | 11 750 |
| ● | 240 | 690 |

● BULKHEAD / SKOT
■ DOOR OPENING / DEURopening
* OVER STANCHIONS / OOR STYLE

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84 - 400 005 / 84 - 405 503 | 1982 - 83 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W-001 / D080 |
| Bogie Type / Draaisteltipe | HS MK VII |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 |
| Brake System / Remstelsel | V / L / R |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) 1/10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 63,7 / 22,9 (L) 55,9 / 20,1 |
| Drawgear Equipment / Trekwerkuitrusting | "PULLMAN" SSC 508 STROKE / SLAG |
| Coupler / Yoke / Koppelaar / Juk | E/- |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1150 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | 22 BEER PALLETS / BIER-PALETTE 24 ISO PALLETS / PALETTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

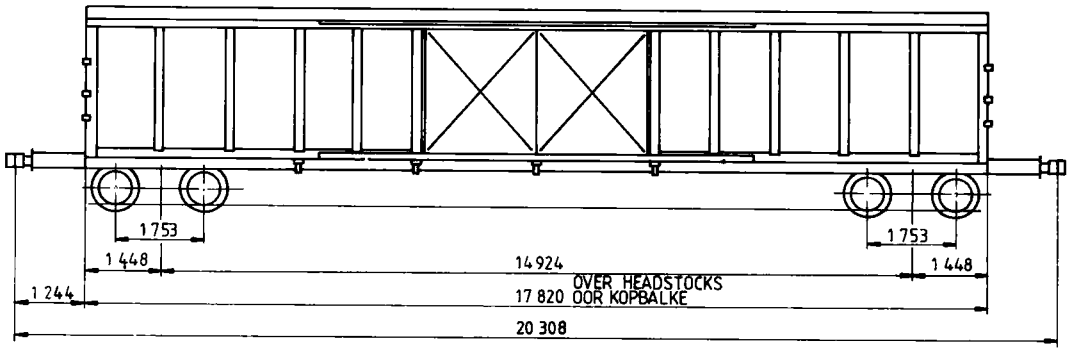
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 25 280 |
| Load kg / Vrag kg | 45 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 30,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 67,5 |
| | |
| | |

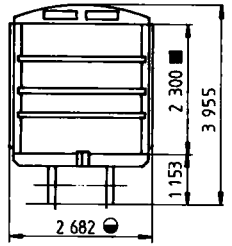
FSLJ - 2

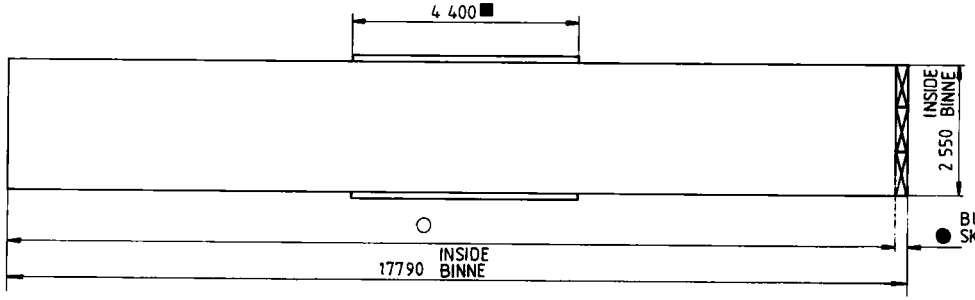
/57

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




OVER STANCHIONS / OOR STYLE
DOOR OPENING / DEURUOPENING
BULKHEAD / SKOT

| | BULKHEAD UP SKOT OP | BULKHEAD DOWN SKOT AF |
|---|---|---|
| ○ | 17 550 | 16 890 |
| ● | 240 | 900 |

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84-405 511 / 84-406 593 | 1984 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W-001 / D082 | | |
| Bogie Type / Draaisteltipe | HS MK VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/L/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 X 12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 56 / 22,3 | (L) 49,1 / 19,6 | |
| Drawgear Equipment / Trekwerkuitrusting | "PULLMAN" SSC 508 | STROKE / SLAG | |
| Coupler / Yoke / Koppelaar / Juk | E 68 / - | | |

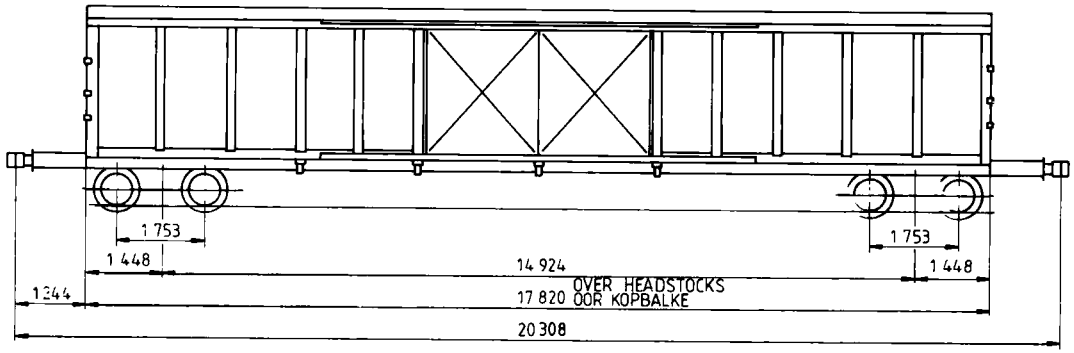
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 255 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | 32 BEER PALLETS / BIER-PALETTE 34 ISO PALLETS / PALETTE |
| Converted for / Omskep vir | |

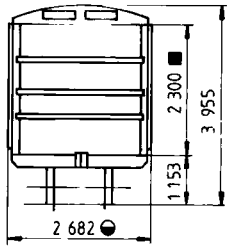
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

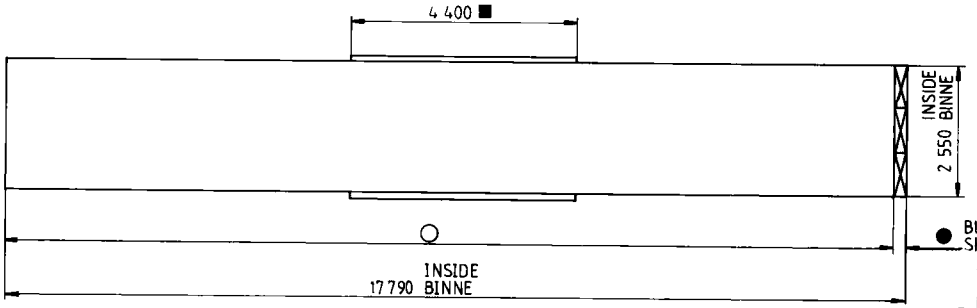
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 29 800 |
| Load kg / Vrag kg | 45 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 44,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 105,8 |

FSLJ-3

/58




OVER STANCHIONS
OOR STYLE
DOOR OPENING
DEUROPENING
BULKHEAD
SKOT

| BULKHEAD UP SKOT OP | BULKHEAD DOWN SKOT AF |
|---|---|
| 17 550 | 16 890 |
| 240 | 900 |

Remarks
Opmerkings :-

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D087 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/L/R | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) 1/10 X 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 56,6 / 22,4 | (L) 49,6 / 19,7 |
| Drawgear Equipment / Trekwerkuitrusting | "PULLMAN" SSC 508 | STROKE SLAG |
| Coupler / Yoke / Koppelaar / Juk | E 68 / - | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1255 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | 32 BEERPALLETS / BIERPALETTE 34 ISO PALLETS / PALETTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 84 406 607 / 84 413 190 | 1984 / 85 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 29 500 |
| Load kg / Vrag kg | 45 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 44,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 105,8 |
| | |
| | |

FSLJ - 4

40 '59

**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

**Brake System - Remsteisel**

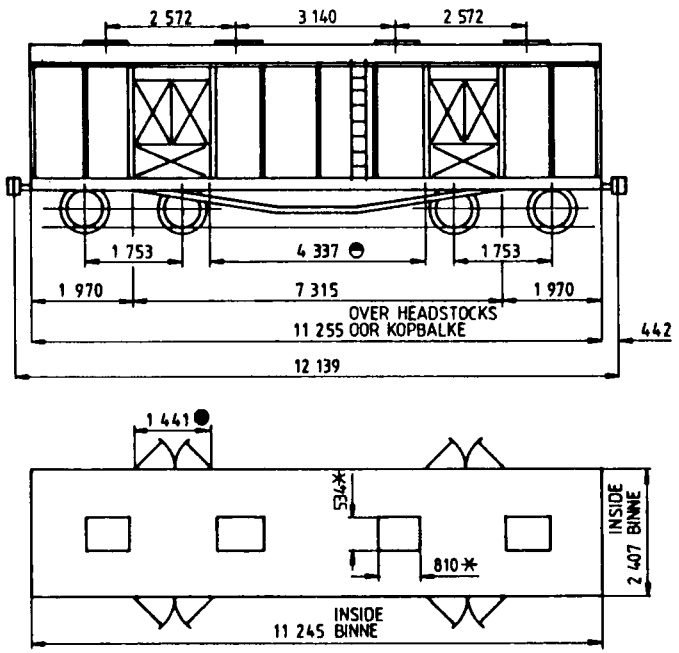
A Dual Power-Automatic / Tweekrag-Outomaties / Slack Adjuster / Remversteller

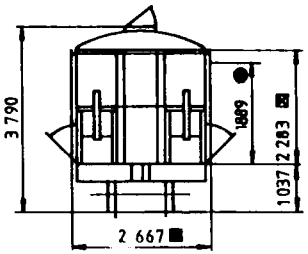
R

D Dual Power - Manually operated / Tweekrag - Handbediening

L Air / Lug

V Vacuum / Vakuum




● DOOR OPENING / DEUROPENING

◒ VALVE CENTRES / KLEPHARTAFSTAND

* ROOF DOOR OPENING / DAKDEUROPENING

■ OVER LADDERS / OOR LERE

⊠ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings :- BODYWORK REBUILT / BAKWERK HERBOU 1974-76

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 80-019 005 / 80-029 434 | 1955-56 |
| 80-029 442 / 80-029 906 | 1956 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FA-1 | 1978 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | CME 165/12-A21 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1072 |
| Bogie Type / Draaisteltipe | | SARCAST | | | |
| Bearing Size / Laergrootte | | 10 X 5 | | | |
| Springs per Bogie / Vere per Draaistel | Outer / Inner / Buite / Binne | 8/0 | | | |
| Brake System / Remsteisel | | V | | | |
| Brake Cylinders / Remsilinders | | (V) 2/18 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) 81,5/26,3 | (L) | Converted for / Omskep vir | GRAIN / GRAAN |
| Drawgear Equipment / Trekwerkuitrusting | | AAR M901 E | | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S/SAR-SAS | | Date / Datum | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 940 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 69 |

FZ-6

160

41

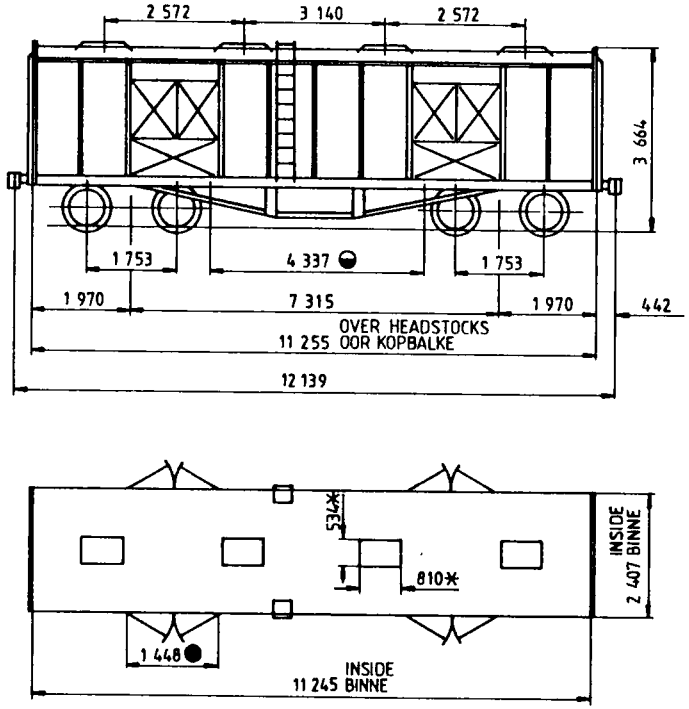
Drawgear Equipment - Trekwerkuitrusting

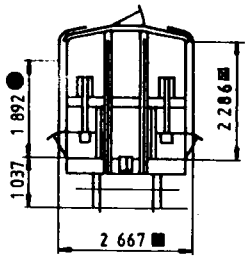
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




VALVE CENTRES / KLEPHARTAFSTAND
OVER LADDERS / OOR LERE
DOOR OPENING / DEUROPENING
* ROOF DOOR OPENING / DAKDEUROPENING
BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings : ALUMINIUM ROOF / ALUMINIUMDAK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 81-021 003 / 81-031 971 | 1964 |
| 81-042 388 / 81-047 886 | 1965 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 146/12-A21 |
| Bogie Type / Draaisteltipe | SARCAST |
| Bearing Size / Laergrootte | 10 X 5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8 / 0 |
| Brake System / Remstelsel | V/D/R |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 94,7 / 61,6 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 041 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 270 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 67 |

FZD-7

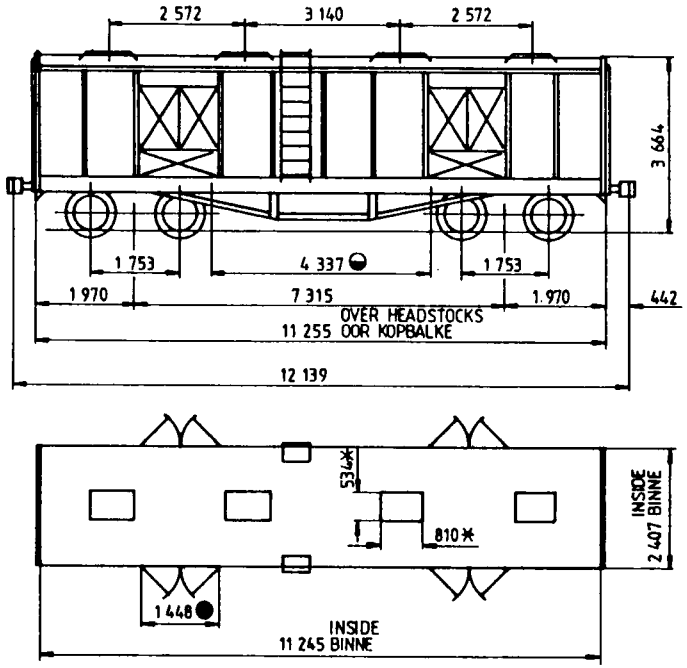
Drawgear Equipment - Trekwerkuitrusting

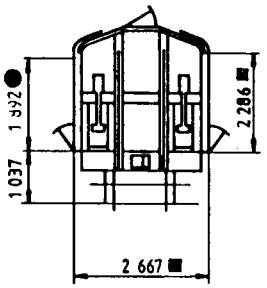
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




● VALVE CENTRES / KLEPHARTAFSTAND
■ OVER LADDERS / OOR LERE
● DOOR OPENING / DEUROPENING
* ROOF DOOR OPENING / DAKDEUROPENING
▣ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings : FITTED WITH GALV. ROOF. ASSEMBLY DRAWING NO. W83 / 20043
GEPAS MET GEGALVANISEERDEDAK. SAMESTELTEK.

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 160/12-A21 W83/20043 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 994 | |
| Bogie Type / Draaisteltipe | SARCAST | | | | |
| Bearing Size / Laergrootte | 10 X 5 | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | | | |
| Brake System / Remstelsel | V/D/R | | | | |
| Brake Cylinders / Remsilinders | (V) 4/15 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 72,2 / 47,6 | (L) | Converted for / Omskep vir | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | Revision / Hersiening | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR-SAS | | Date / Datum | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 81-048 009 / 81-058 985<br>81-058 993 / 81-064 489<br>81-064 497 | 1966-67<br>1967-68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

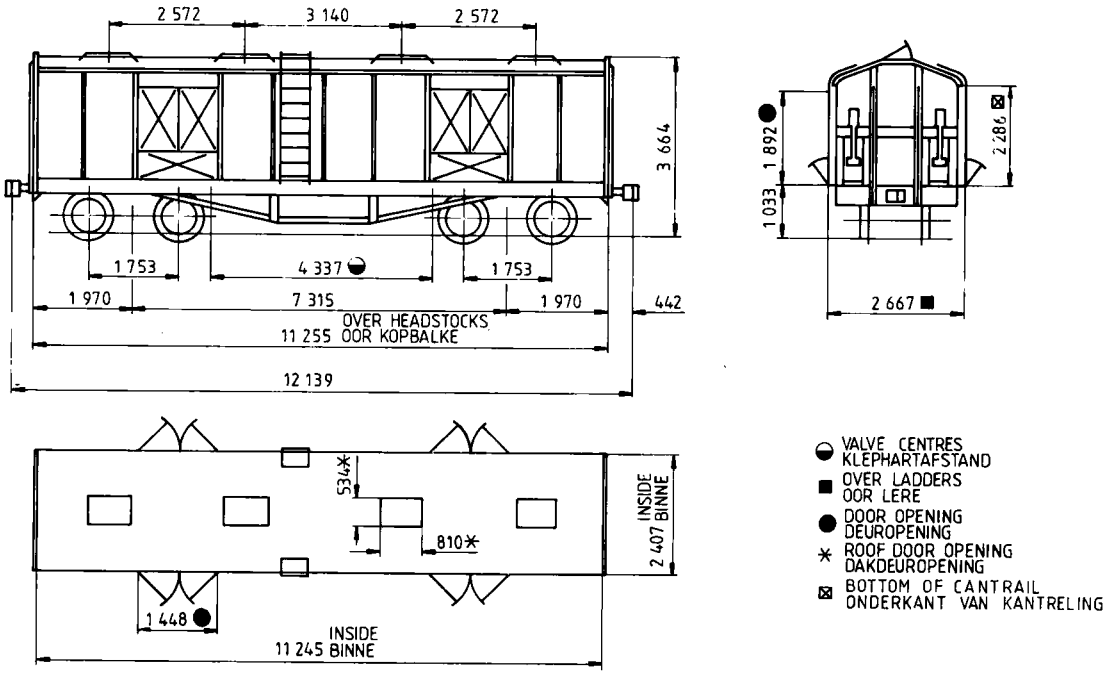
| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 20 640 |
| Load / Vrag | kg | 44 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 27 |
| Capacity / Inhoudsvermoë | $m^3$ | 67 |

FZD-8

162

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 81-066 007 / 81-071 477 | 1968 |
| 81-072 007 / 81-077 483 | 1970 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W1/20060 W001/D002 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | C |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/4 |
| Brake System / Remstelsel | V/D/R |
| Brake Cylinders / Remsilinders | (V) 4/15 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 60,7 / 39,5 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR-SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 994 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 20 480 |
| Load kg / Vrag | 42 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 27 |
| Capacity $m^3$ / Inhoudsvermoë | 67 |
| | |
| | |

# FZD-9

163

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel

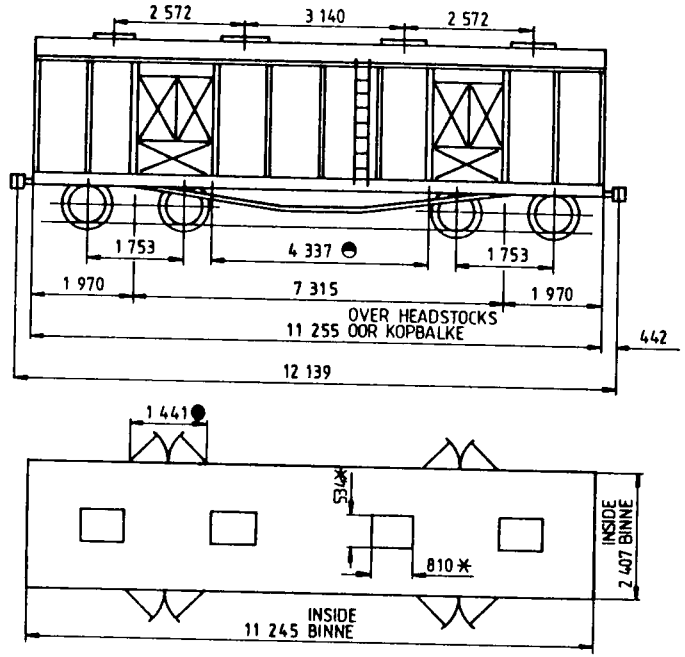
A Dual Power - Automatic
Tweedrag - Outomaties

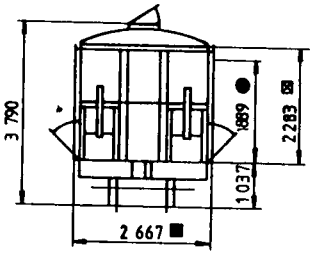
R Slack Adjuster
Remversteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweedrag - Handbediening




● DOOR OPENING
DEUROPENING

◓ VALVE CENTRES
KLEPHARTAFSTAND

✱ ROOF DOOR OPENING
DAKDEUROPENING

■ OVER LADDERS
OOR LERE

⊠ BOTTOM OF CANTRAIL
ONDERKANT VAN KANTRELING

Remarks
Opmerkings :- BODYWORK REBUILT
BAKWERK HERBOU 1974 - 76

RECODED FROM
HERKODEER VAN FZ-6

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 80-019 005 / 80-029 434<br>80-029 442 / 80-029 914 | 1955-56<br>1956 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| FA-1 | 1978 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 165/12-A21 | | |
| Bogie Type<br>Draaisteltipe | SARCAST | | |
| Bearing Size<br>Laergrootte | 10 X 5 | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 8/0 | | |
| Brake System<br>Remstelsel | V | | |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 81,5 / 26,3 | (L) | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP - S/SAR - SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1 072 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | GRAIN<br>GRAAN |
| Converted for<br>Omskep vir | GRAIN<br>GRAAN |

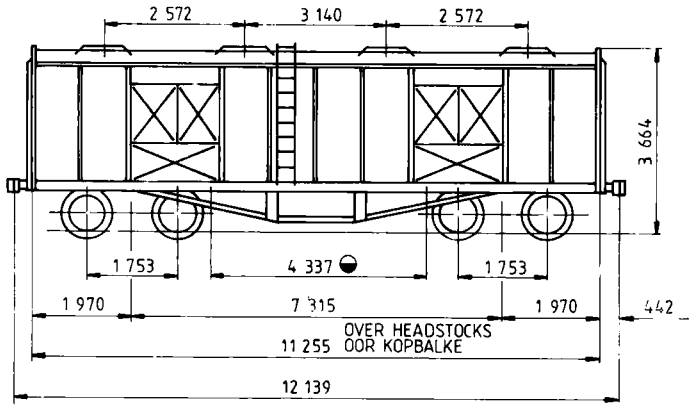
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision<br>Hersiening | | | | | | | |
| Date<br>Datum | | | | | | | |

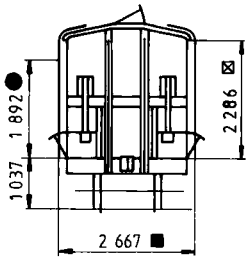
| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) kg | 19 940 |
| Load kg<br>Vrag kg | 44 000 |
| Load (Coal) kg<br>Vrag (Steenkool) kg | |
| Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | 27 |
| Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 69 |
| | |
| | |

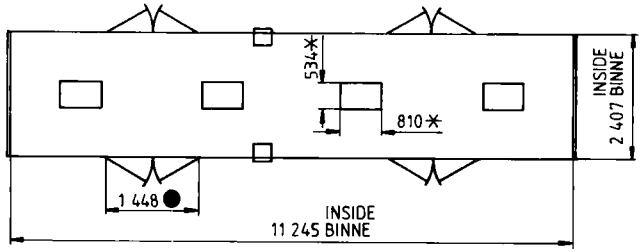
# FZJ-6

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
Dual Power - Automatic / Tweekrag - Outomaties
A Slack Adjuster / Remversteller
R
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




◒ VALVE CENTRES / KLEPHARTAFSTAND
■ OVER LADDERS / OOR LERE
● DOOR OPENING / DEUROPENING
* ROOF DOOR OPENING / DAKDEUROPENING
⊠ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings : ALUMINIUM ROOF / ALUMINIUMDAK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 81-021 003 / 81-031 971 | 1964 |
| 81-031 998 / 81-042 361 | 1964 |
| 81-042 388 / 81-047 886 | 1965 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FZD-7 | 1982- |
| | |

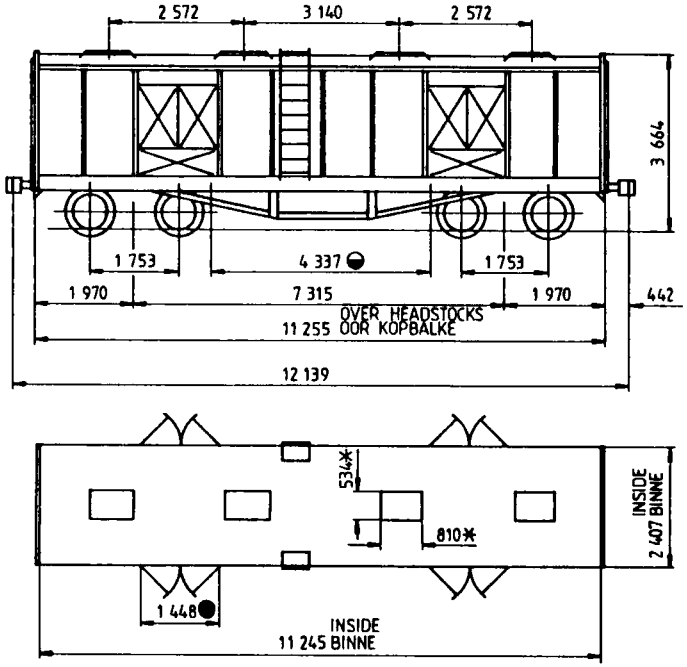
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | CME 146/12-A21 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 041 |
| Bogie Type / Draaisteltipe | | SPOORBARBER / SPOORBARBER "HYBRID" | | | |
| Bearing Size / Laergrootte | | D/C | | | |
| Springs per Bogie / Vere per Draaistel | Outer / Buite / Inner / Binne | 10/10 / 10/6 | | | |
| Brake System / Remstelsel | | V/R | | | |
| Brake Cylinders / Remsilinders | | (V) 1/21 | (L) | Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) 68,2 / 21,3 | (L) | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | | AAR M901 E | | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S/SAR-SAS | | Date / Datum | |

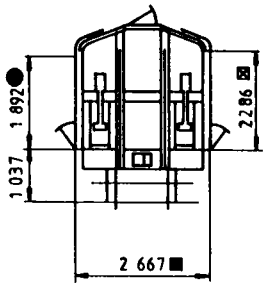
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 950 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 57 |

FZJ-7

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remsteisel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




VALVE CENTRES / KLEPHARTAFSTAND
OVER LADDERS / OOR LERE
DOOR OPENING / DEUROPENING
* ROOF DOOR OPENING / DAKDEUROPENING
BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings :- 81-058 993/81-064 489 FITTED WITH GALV. ROOF ASSEMBLY DRAWING NO. W83/20043
81-058 993/81-064 489 GEPAS MET GEGALVANISEERDEDAK SAMESTELTEK.

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 160/12-A21 W83/20043 | |
| Bogie Type / Draaisteltipe | SARCAST / SPOORBARBER | |
| Bearing Size / Laergrootte | 10 X 5 / C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 / 10/6 | |
| Brake System / Remsteisel | V/R | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 67,5 / 22,2 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR-SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 994 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 81-048 009 / 81-058 985 | 1966-67 |
| 81-058 993 / 81-064 489 | 1967-68 |
| 81-064 497 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FZD - 8 | 1983- |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 20 640 |
| Load / Vrag | kg | 44 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 27 |
| Capacity / Inhoudsvermoë | $m^3$ | 67 |

# FZJ-8

166

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

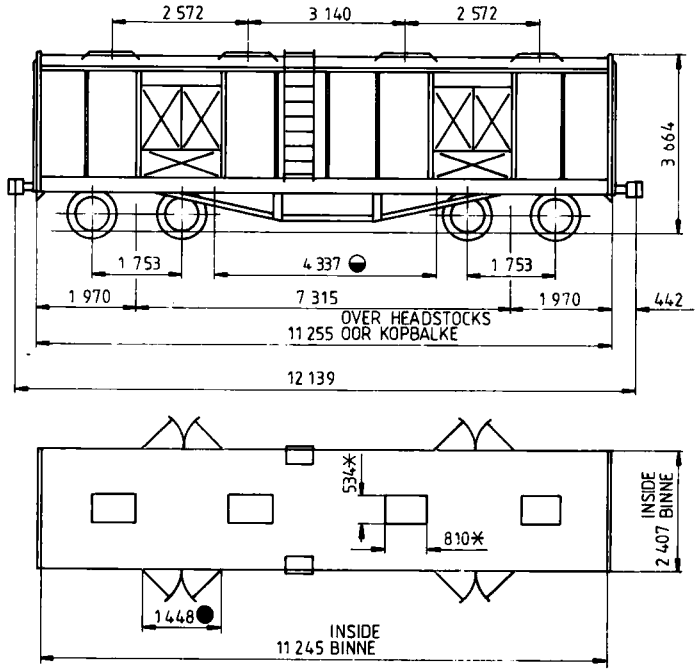
A Dual Power - Automatic / Tweekrag - Outomaties

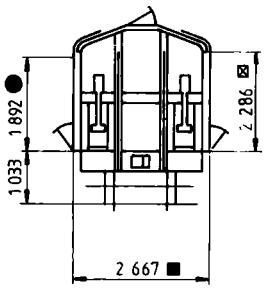
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




VALVE CENTRES / KLEPHARTAFSTAND

OVER LADDERS / OOR LERE

DOOR OPENING / DEUROPENING

ROOF DOOR OPENING / DAKDEUROPENING

BOTTOM OF CANT RAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 81-066 007 / 81-071 477 | 1968 |
| 81-072 007 / 91-077 483 | 1970 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FZD - 9 | 1983 - |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W1/20060 W001/D002 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | C |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/15 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 56,7 / 18,6 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 994 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | 1 | | | | | | |
| Date / Datum | 86-12-19 | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 480 |
| Load kg / Vrag kg | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 67 |
| | |
| | |

# FZJ - 9

167

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

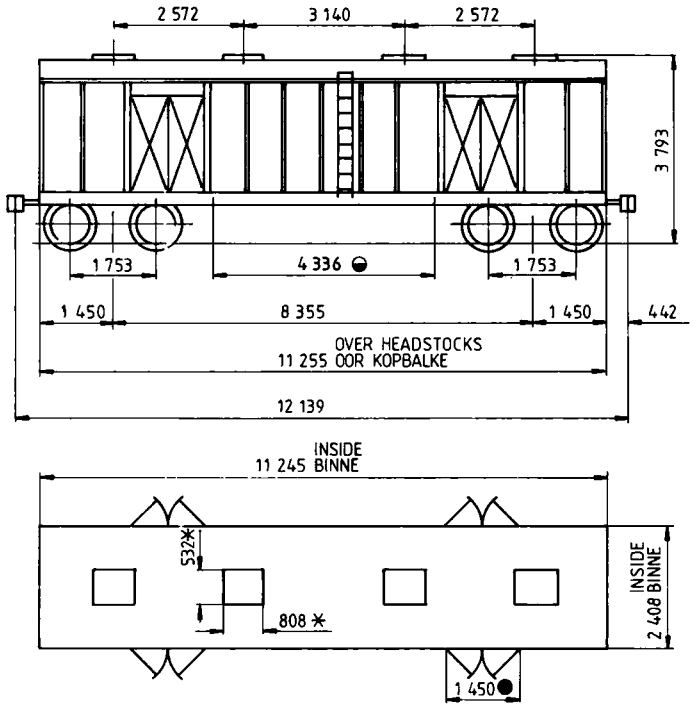
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

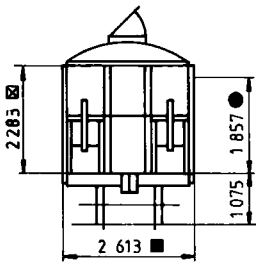
Brake System - Remstelsel

A Dual Power - Automatic Tweekrag - Outomaties
R Slack Adjuster Remversteller

D Dual Power - Manually operated Tweekrag - Handbediening

V Vacuum Vakuum
L Air Lug




◒ VALVE CENTRES / KLEPHARTAFSTAND
● DOOR OPENING / DEUROPENING
■ OVER STANCHIONS / OOR STYLE
* ROOF DOOR OPENING / DAKDEUROPENING
⊠ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings :- 817 WAGONS FITTED WITH "SPOORBARBER HYBRID" / TROKKE GEPAS MET
183 WAGONS FITTED WITH SPOORBARBER / TROKKE GEPAS MET

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 81-500 009 / 81-510 993 | 1979 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / F 024 | | |
| Bogie Type / Draaisteltipe | 0 | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | L/R | | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10 X 12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 65,6 / 20,1 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1165 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN |
| Converted for / Omskep vir | |

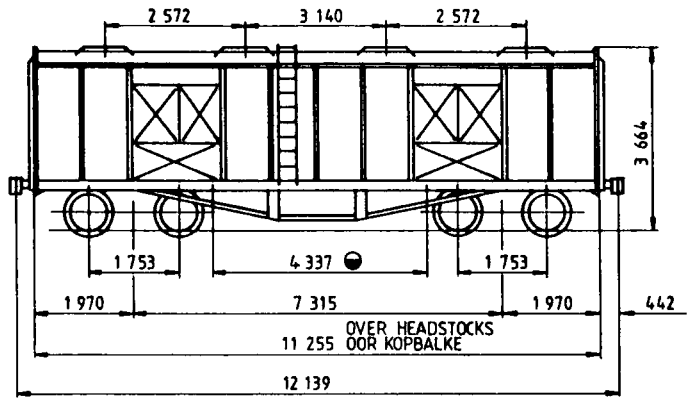
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

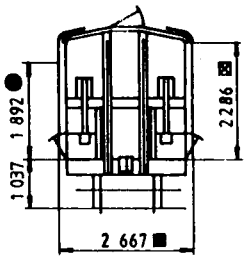
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 20 360 |
| Load kg / Vrag | 46 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 27 |
| Capacity $m^3$ / Inhoudsvermoë | 69 |

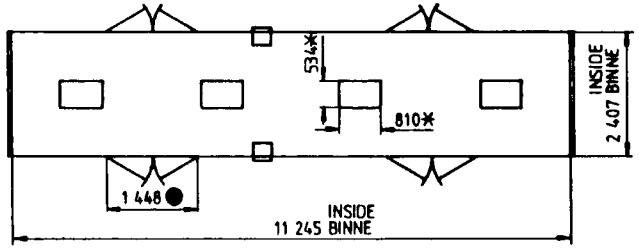
FZL - 1

168

45




VALVE CENTRES
KLEPHARTAFSTAND
OVER LADDERS
OOR LERE
DOOR OPENING
DEUROPENING
ROOF DOOR OPENING
DAKDEUROPENING
BOTTOM OF CANTRAIL
ONDERKANT VAN KANTRELING

Remarks : ALUMINIUM ROOF
Opmerkings : ALUMINIUMDAK

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussinginrigting
S&C Centre sill hydraulic cushioning device
Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 81-021 003 / 81-047 886 | 1964-65 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| FZD-7 | 1982 |
| | |

| | | |
|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 146/12-A21 | |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | |
| Bearing Size<br>Laergrootte | D | |
| Springs per Bogie Outer / inner<br>Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System<br>Remstelsel | V/L/R | |
| Brake Cylinders<br>Remsilinders | (V) 1/21 | (L) 1/10 X 12 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 67,2 / 21,2 | (L) 63,8 / 20,1 |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR-SAS | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1 041 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | GRAIN<br>GRAAN |
| Converted for<br>Omskep vir | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision<br>Hersiening | | | | | | | |
| Date<br>Datum | | | | | | | |

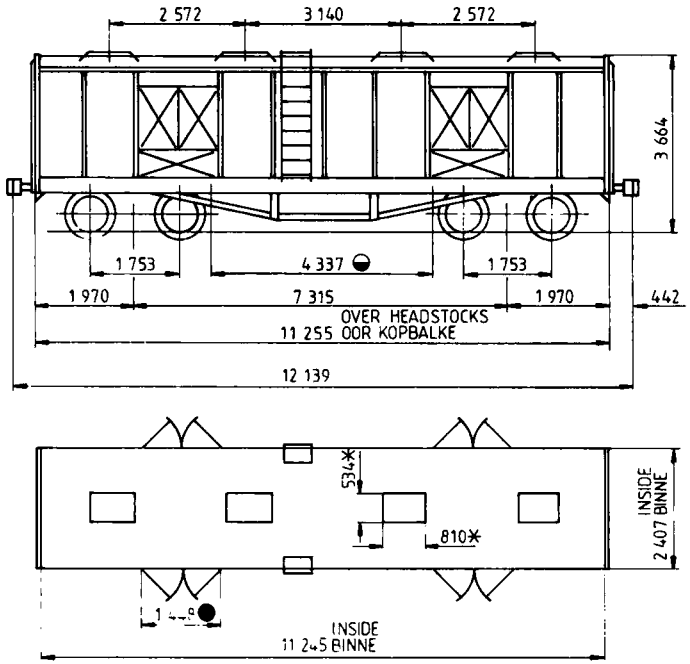
| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) kg | 20 270 |
| Load kg<br>Vrag kg | 44 000 |
| Load (Coal) kg<br>Vrag (Steenkool) kg | |
| Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | 27 |
| Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 67 |
| | |
| | |

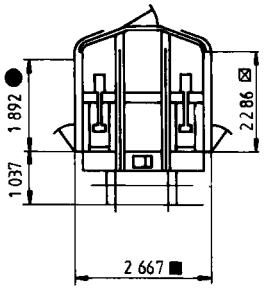
FZLJ-7

169

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




◒ VALVE CENTRES / KLEPHARTAFSTAND
■ OVER LADDERS / OOR LERE
● DOOR OPENING / DEUROPENING
* ROOF DOOR OPENING / DAKDEUROPENING
⊠ BOTTOM OF CANTRAIL / ONDERKANT VAN KANTRELING

Remarks / Opmerkings: 81-058 993 / 81-064 489 FITTED WITH GALV. ROOF ASSEMBLY DRAWING NO. W 83 / 20043 / GEPAS MET GEGALVANISEERDEDAK SAMESTELTEK.

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 81-063 105 | 1982 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 160/12-A21 W83/20043 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 994 | Tare (Average) kg / Tarra (Gemiddeld) kg | 23 640 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | Load / Vrag kg | 44 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | 27 |
| Brake System / Remstelsel | V/L/R | | | | Capacity / Inhoudsvermoë $m^3$ | 67 |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) 2/7 X 12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | GRAIN / GRAAN | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 67,3 / 21,5 | (L) 48,8 / 18,7 | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR-SAS | | Date / Datum | | | |

FZLJ-8

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

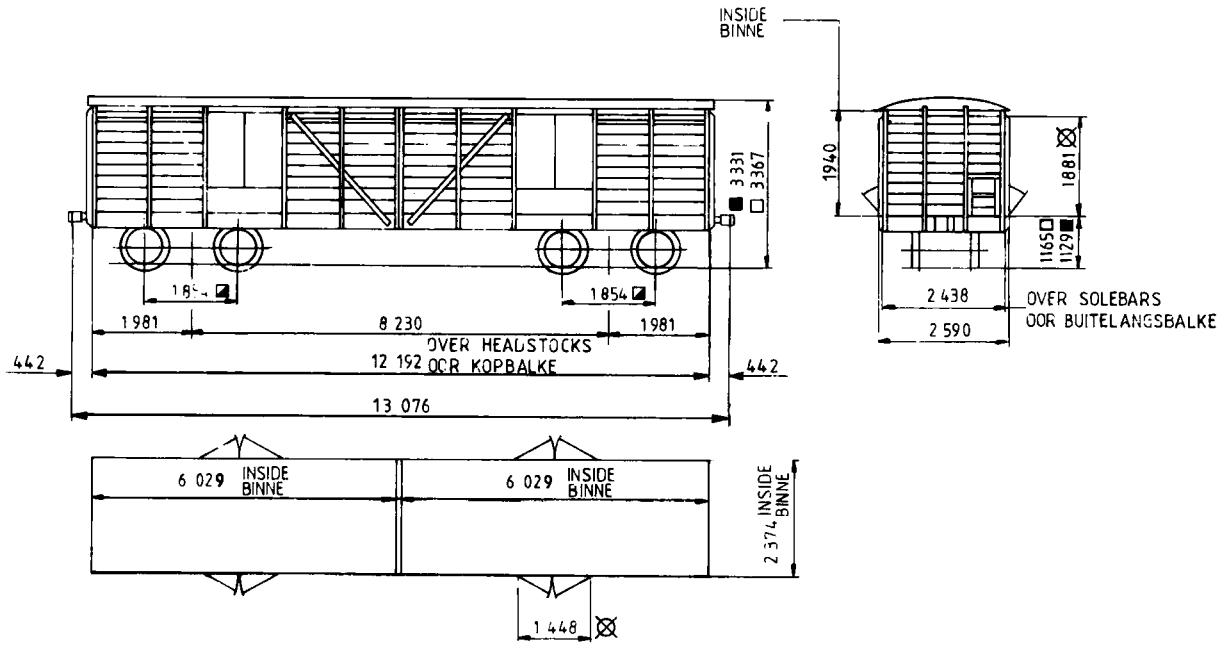
A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remversteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks / Opmerkings

72 - 010 037 / 72 - 010 371 — 8581 BOGIE ●
72 - 015 667 / 72 - 041 633 — 10234 BOGIE (CME 105 / 12 - A28) — ● 4/4, 2/ELLIP NESTS / BUNDELS [ □ 1165
72 010 436 / 72 - 015 632
72 - 041 684 / 72 - 047 070
72 - 060 018 / 72 - 060 042 — SARCAST ● 6/0 ◪ 1753 ■ 1129 □ 1165

⊠ DOOR OPENING / DEUROPENING

WAGONS FITTED WITH 8581 AND 10234 BOGIES HAVE IN MANY INSTANCES BEEN CHANGED OUT WITH SARCAST BOGIES.
TROKKE GEPAS MET 8581 EN 10234 DRAAISTELLE IN BAIE GEVALLE MET SARCAST DRAAISTELLE UITGERUIL.

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | ✳ W-1/9724 ● W-1/10490 | |
| Bogie Type / Draaisteltipe | ● | |
| Bearing Size / Laergrootte | 10 X 5 / ● 10X4½ | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | ● | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 (2") | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) ✳ 77,2/31,8 ● 82,3/33,9 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 076 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | LIVESTOCK / VEE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 72 - 010 037 / 72 - 010 371 | 1940 |
| 72 - 010 436 / 72 - 011 912 | 1956 |
| 72 - 011 920 / 72 - 013 109 | 1956-57 |
| 72 - 013 117 / 72 - 015 632 | 1957 |
| 72 - 015 667 / 72 - 015 772 | 1950 |
| 72 - 015 799 / 72 - 016 450 | 1950-51 |
| 72 - 016 485 / 72 - 016 817 | 1951 |
| 72 - 016 841 / 72 - 017 678 | 1951 |
| 72 - 017 716 / 72 - 019 522 | 1951-52 |
| 72 - 019 557 / 72 - 019 662 | 1952 |
| 72 - 019 670 / 72 - 020 083 | 1952 |
| 72 - 020 156 / 72 - 030 275 | 1950 |
| 72 - 030 291 / 72 - 033 738 | 1950 |
| 72 - 033 746 / 72 - 036 230 | 1950 |
| 72 - 036 249 / 72 - 041 633 | 1953-54 |
| 72 - 041 684 / 72 - 047 070 | 1955-56 |
| 72 - 060 018 / 72 - 060 042 | 1951-56 |
| 72 - 047 151 | 1950 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 20 320 |
| Load kg / Vrag | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 28,6 |
| Capacity $m^3$ / Inhoudsvermoë | 55,4 |

# GZ-5

/7/

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

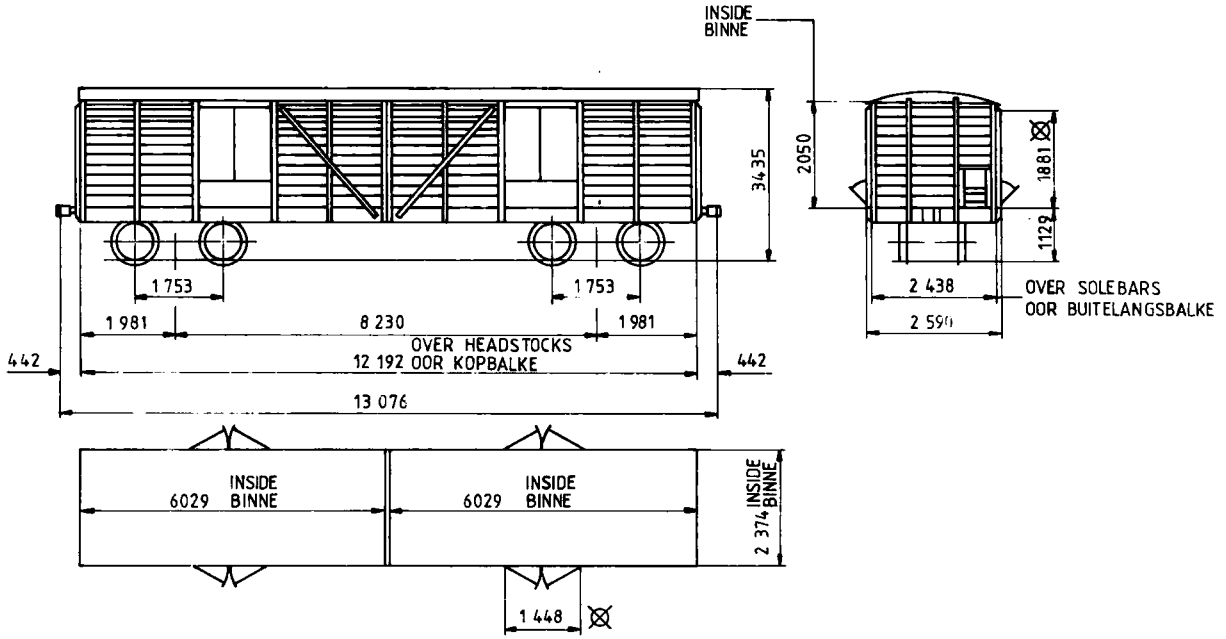
A Dual Power-Automatic / Tweekrag-Outomaties

R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks
Opmerkings

⊠ DOOR OPENING
DEUROPENING

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 128/2-A21 | |
| Bogie Type / Draaisteltipe | SAB CAST | |
| Bearing Size / Laergrootte | 10 X 5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,8 / 34,8 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | LIVESTOCK / VEE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 72 - 049 006 / 72 - 059 729 | 1962-63 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

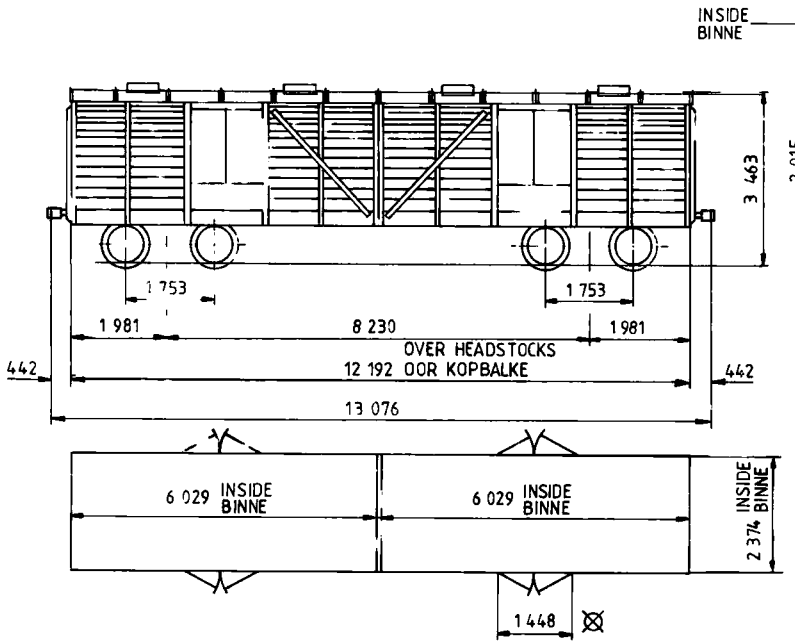
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 050 |
| Load kg / Vrag kg | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 28,6 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 58,6 |

GZ-7

172

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-
- ✱ 1 150 WAGONS FITTED WITH GALV. STEEL ROOF PRESSINGS / TROKKE GEPAS MET GEGALV. STAAL DAKPERSSTUKKE
- ◒ 350 WAGONS FITTED WITH ALUMINIUM ROOFS / TROKKE GEPAS MET ALUMINIUM DAKKE

⊠ DOOR OPENING / DEUROPENING

WAGON / TROK No. 72-083 239 FITTED WITH / GEPAS MET 14 B.G. ALUMINIUM ROOF FOR TEST / ALUMINIUM DAK VIR TOETS (REF. / (VERW. 16388 OF / VAN 1967-12-28)

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ✱ 72-061 022 / 72-071 923 | 1965 |
| ✱ 72-072 008 / 72-074 175 | 1965 |
| ◒ 72-074 248 / 72-079 681 | 1966-67 |
| ◒ 72-079 738 / 72-090 669 | 1967-68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | ✱ W-1/20021 ◒ W-112/20021 |
| Bogie Type / Draaisteltipe | SARCAST |
| Bearing Size / Laergrootte | 10 X 5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,3/34,5 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP -S / SAK SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1105 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | LIVESTOCK / VEE |
| Converted for / Omskep vir | |

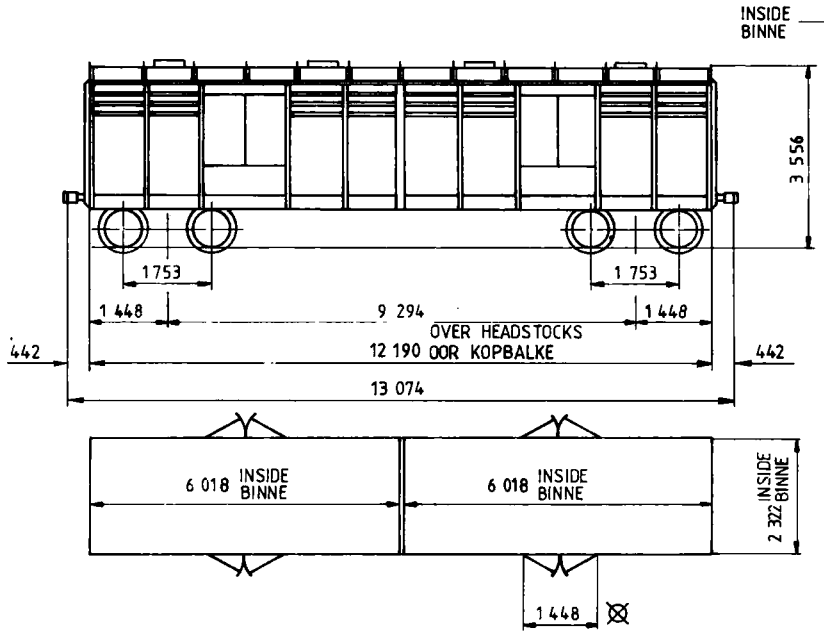
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 370 |
| Load kg / Vrag | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 28,6 |
| Capacity $m^3$ / Inhoudsvermoë | 57,6 |

GZ-9

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




⊠ DOOR OPENING / DEUROPENING

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 72 - 091 002 / 72 - 104 813 | 1971-73 |
| 72 - 104 821 / 72 - 110 317 | 1973-74 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/D021 ⊖ W 001/D027 ⊕ | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/2 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) ⊖ 92,9/ 38,1 ⊕ 84,3/ 34,6 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 098 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | LIVESTOCK VEE |
| Converted for / Omskep vir | |

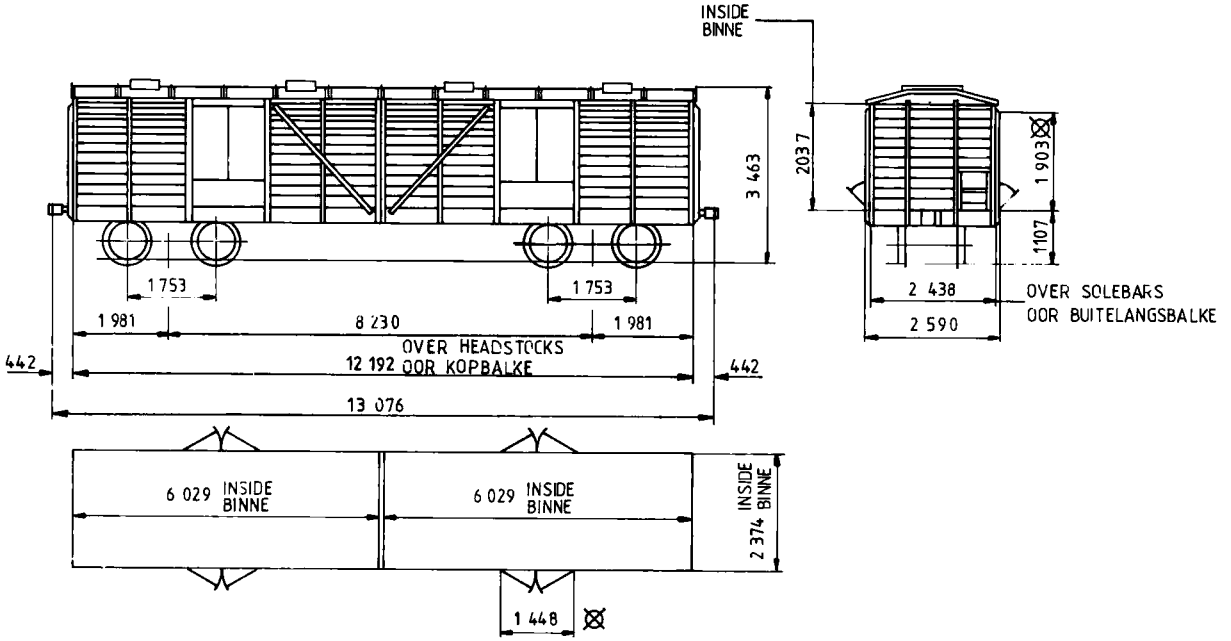
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 230 |
| Load kg / Vrag kg | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 28 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 61 |
| | |
| | |

# GZ-10

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




RECODED FROM TYPE GZ-9 (FLOOR BATTENS REMOVED)
HERKODEER VAN TIPE GZ-9 (VLOERLATTE VERWYDER)

Remarks / Opmerkings :-
1 150 WAGONS FITTED WITH GALV. STEEL ROOF PRESSINGS / TROKKE GEPAS MET GEGALV. STAAL DAKPERSSTUKKE
350 WAGONS FITTED WITH ALUMINIUM ROOFS / TROKKE GEPAS MET ALUMINIUM DAKKE

WAGON / TROK No. 72-083 239 FITTED WITH / GEPAS MET 14 B.G. ALUMINIUM / ALUMINIUM ROOF FOR TEST / DAK VIR TOETS (REF. / VERW. 16388 OF / VAN 1967-12-28)

⊠ DOOR OPENING / DEURopening

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 72-068 698 / 72-090 642 | 1965-68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| GZ-9 | 1977 |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W-1/20021 / W-112/20021 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 10 X 5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,5 / 34,6 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

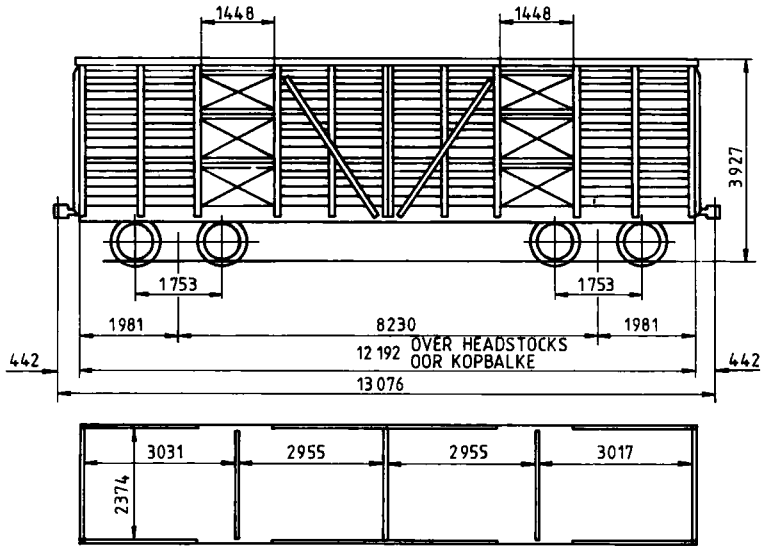
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 105 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | LIVESTOCK / VEE |
| Converted for / Omskep vir | GENERAL GOODS / ALGEMENE GOEDERE |

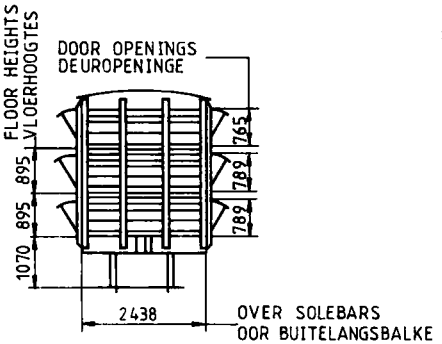
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 330 |
| Load kg / Vrag kg | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 28,6 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 58,1 |
| | |
| | |

# GZA-1

175




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
Tweekrag - Outomaties
A Slack Adjuster
R Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 72-111 003 / 72-111 542 | 1962 - 63 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| GZ - 7 | 1979 - 80 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 4678 / 12-000 | | |
| Bogie Type<br>Draaisteltipe | SARCAST | | |
| Bearing Size<br>Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 6 / 0 | | |
| Brake System<br>Remstelsel | V | | |
| Brake Cylinders<br>Remsilinders | (V) 2 / 21 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 70,77 / 33,03 | (L) | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M 901E | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR<br>SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1 264 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | LIVESTOCK<br>VEE |
| Converted for<br>Omskep vir | SMALL LIVESTOCK<br>KLEINVEE |

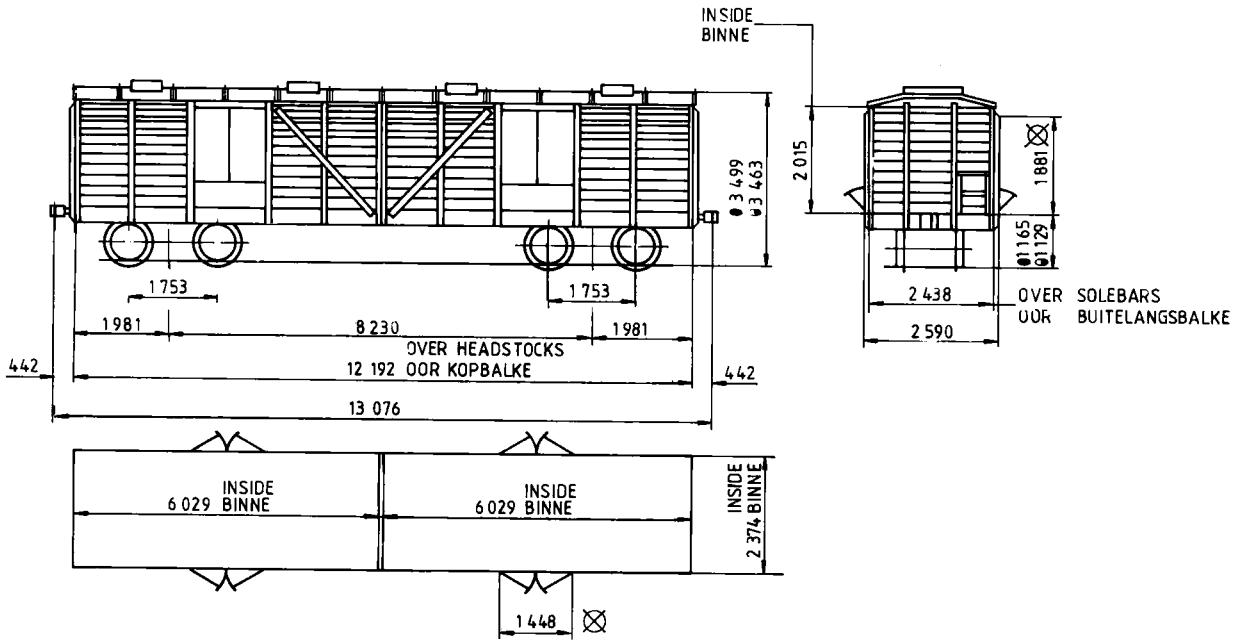
| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 23 630 |
| Load kg<br>Vrag | 27 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | 85,2 |
| Capacity $m^3$<br>Inhoudsvermoë | 68,3 |
| | |
| | |

# GZB - 1

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




⊠ DOOR OPENING / DEUROPENING

Remarks / Opmerkings :-

✳ GZ-9/GZA-1 BODY MOUNTED ON / BAKWERK GEMONTEER OP GZ-5 UNDERFRAME / ONDERSTEL

FOR / VIR GZ-5 UNDERFRAME SEE DRG. / ONDERSTEL KYK TEK. No's W-1/9724 & W-1/10490

◒ FOR / VIR GZ-9/GZA-1 BODY SEE DRG. / BAKWERK KYK TEK. No's W-1/20021 & W-112/20021

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 72-112 018 / 72-116 846 | 1940-68 |
| 72-116 854 / 72-119 365 | 1940-68 |
| 72-119 373 / 72-122 676 | 1940-68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| ✳ | 1985-86 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | ◒ | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 10 X 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 62,3/24,9 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

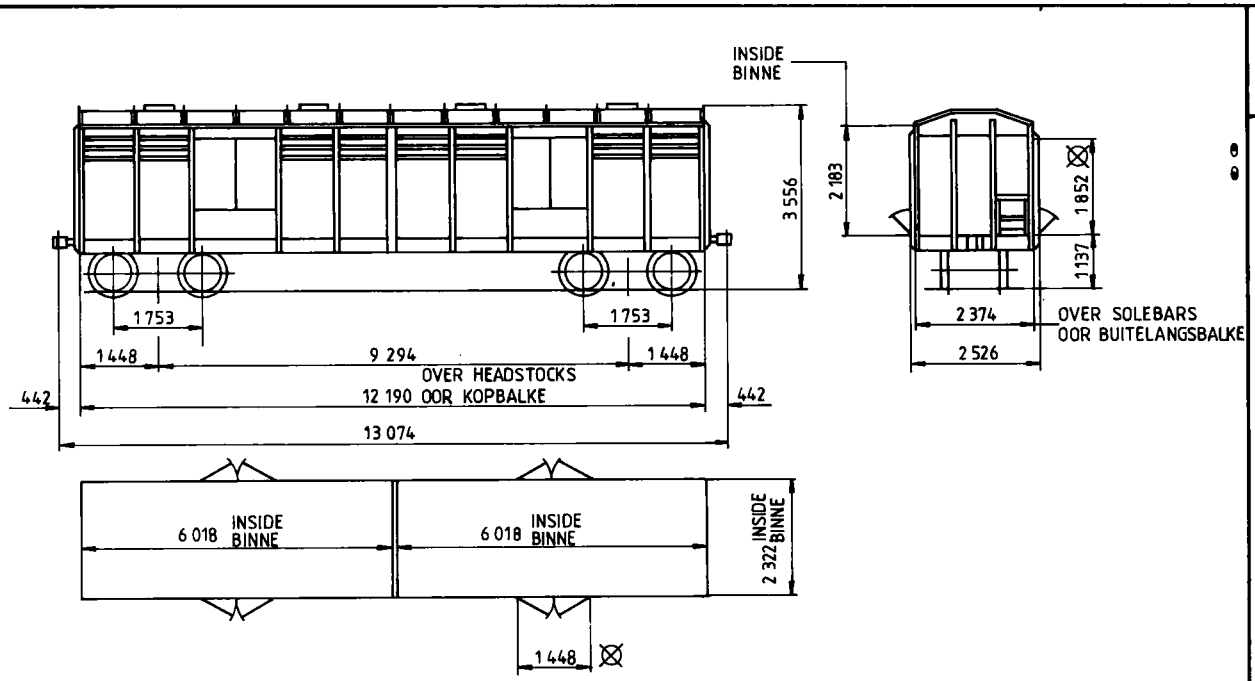
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1105 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | LIVESTOCK / VEE |
| Converted for / Omskep vir | LIVESTOCK / VEE |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 370 |
| Load kg / Vrag kg | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 28,6 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 57,6 |
| | |
| | |

# GZJ-1

/77




| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 72-091 002 / 72-104 813 | 1971-73 |
| 72-104 821 / 72-110 317 | 1973-74 |

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks
Opmerkings :-

⊠ DOOR OPENING / DEUROPENING

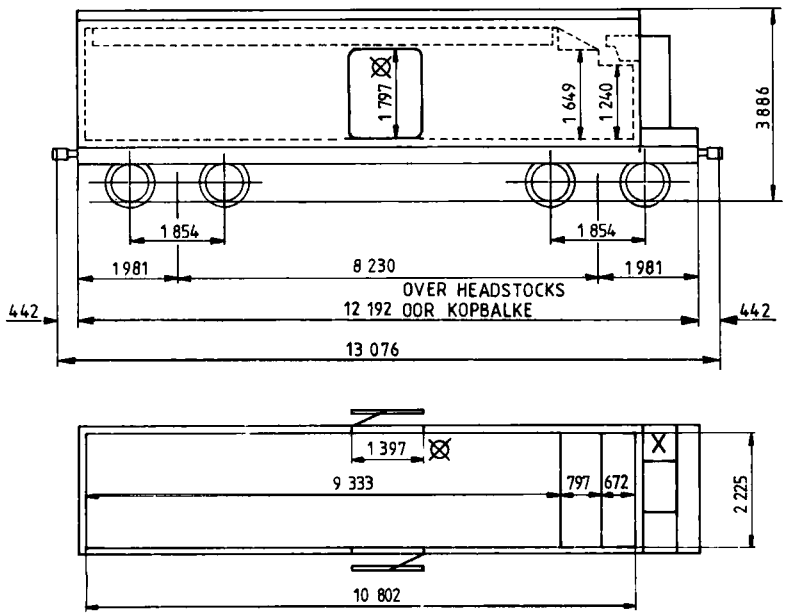
| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| GZ-10 | 1985- |

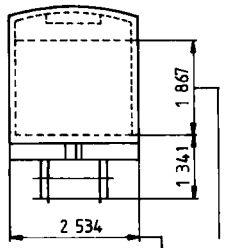
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | W 001/D 021 θ<br>W 001/D 027 Θ | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1 098 | |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | | | | |
| Bearing Size<br>Laergrootte | C | | | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 8/2 | | | | |
| Brake System<br>Remstelsel | V/R | | | | |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | (L) | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 60 000 | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for<br>Oorspronklik ontwerp vir | LIVESTOCK<br>VEE | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 58,7 / 24,1 | (L) | Converted for<br>Omskep vir | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901E | | Revision<br>Hersiening | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR SAS | | Date<br>Datum | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) kg | 20 230 |
| Load kg<br>Vrag kg | 29 000 |
| Load (Coal) kg<br>Vrag (Steenkool) kg | |
| Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | 28 |
| Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 61 |

# GZJ-10

179




OVER SOLEBARS
OOR BUITELANGSBALKE

FROM TOP OF HINGED FLOOR TO UNDERSIDE MEAT HOOKS
VAN BOKANT GESKARNIERDE VLOER TOT ONDERKANT VLEISHAKE

Remarks : FITTED WITH 144 DOUBLE MEAT HOOKS
Opmerkings : GEPAS MET 144 DUBBELVLEISHAKE

⊠ DOOR OPENING
DEUROPENING

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 15 - 010 007 / 15 - 010 228 | 1963 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 166/12-A21 | |
| Bogie Type / Draaisteltipe | COACH / RYTUIG (10234) | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 4/4/4,2/ELLIP NESTS / BUNDELS | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 54,7 / 27 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

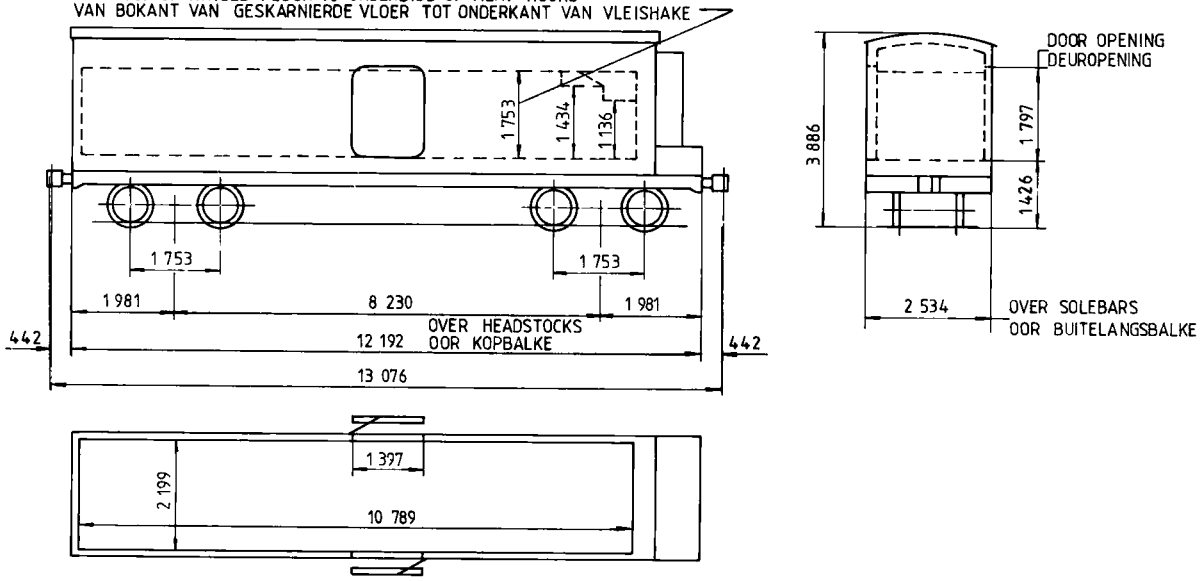
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FROZEN PRODUCTS / BEVROREPRODUKTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 25 460 |
| Load kg / Vrag | 26 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 24 |
| Capacity $m^3$ / Inhoudsvermoë | 43,5 |

LA-1

180




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties / Slack Adjuster / Remversteller
R
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-

WAGONS TROKKE NOS. 15-011 054 AND EN 15-011 070 FITTED WITH EXTERNAL DIAGONAL SIDE BRACING / GEPAS MET BUITE DIAGONALE SYVERSTERKING

WAGONS TROKKE NOS. 15-011 119 TO TOT 15-011 313 FITTED WITH BODY FRAMING SIDE BRACING / GEPAS MET BAKRAAMWERK SYVERSTERKING

WAGONS TROKKE NOS. 15-011 321 TO TOT 15-011 364 FITTED WITH UPPER FLOOR BRACING / GEPAS MET BOONSTE VLOERVERSTERKING

WAGONS TROKKE NOS. 15-011 372 TO TOT 15-012 093 FITTED WITH BODY FRAMING SIDE BRACING AND UPPER FLOOR BRACING / GEPAS MET BAKRAAMWERK SYVERSTERKING EN BOONSTE VLOERVERSTERKING

ALL WAGONS FITTED WITH 168 DOUBLE MEAT HOOKS / ALLE TROKKE GEPAS MET DUBBELVLEISHAKE

| | |
|---|---|
| Drawing Number / Tekeningnommer | W.001 / 20056 |
| Bogie Type / Draaisteltipe | ALIGNED |
| Bearing Size / Laergrootte | C |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 56,5 / 27,5 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 178 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FROZEN PRODUCTS / BEVROREPRODUKTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 15 - 011 003 / 15 - 012 093 | 1967 - 68 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

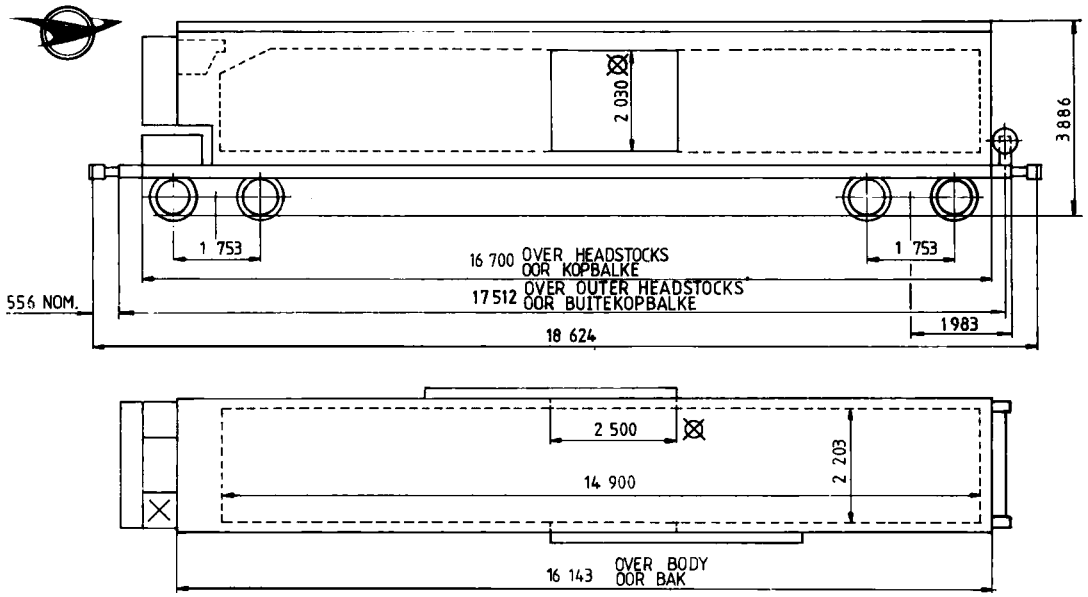
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 24 666 |
| Load kg / Vrag kg | 26 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 23,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,2 |
| | |
| | |

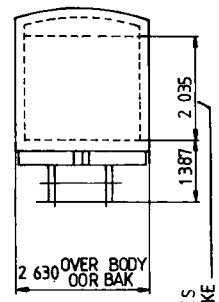
LA-2

181

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System: - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




FROM TOP OF HINGED FLOOR TO UNDERSIDE MEAT HOOKS
VAN BOKANT GESKARNIERDE VLOER TOT ONDERKANT VLEISHAKE

Remarks :- FITTED WITH 272 DOUBLE MEAT HOOKS
Opmerkings:- GEPAS MET DUBBELVLEISHAKE

| LOAD / VRAG | MAX. LOAD MASS / MAKS. VRAGMASSA | MAX. HEIGHT ABOVE FLOOR LEVEL / MAKS. HOOGTE BOKANT VLOERVLAK |
|---|---|---|
| FLOOR LOAD / VLOERVRAG | 39 000 kg | 1 400 mm |
| FLOOR LOAD / VLOERVRAG | 21 750 kg | 1 850 mm |
| SUSPENDED QUARTERS / CARCASSES HANGENDE KWARTE / KARKASSE | 17 000 kg | |

COMBINED LOAD / GEKOMBINEERDE VRAG
MAX. FLOOR LOAD 22 000 kg (MAX. HEIGHT ABOVE FLOOR LEVEL 940 mm) PLUS SUSPENDED LOAD 17 000 kg
MAKS. VLOERVRAG 22 000 kg (MAKS. HOOGTE BOKANT VLOERVLAK 940 mm) PLUS HANGENDE VRAG 17 000 kg

⊠ DOOR OPENING / DEUROPENING

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W. 001/D054 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER "HYBRID" | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 62,4/29,2 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | FREIGHT MASTER KK 250 STROKE / SLAG | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP M /- | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1502 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | FROZEN PRODUCTS / BEVRORE PRODUKTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 15-012 190 / 15-015 394 | 1977 - 197y |

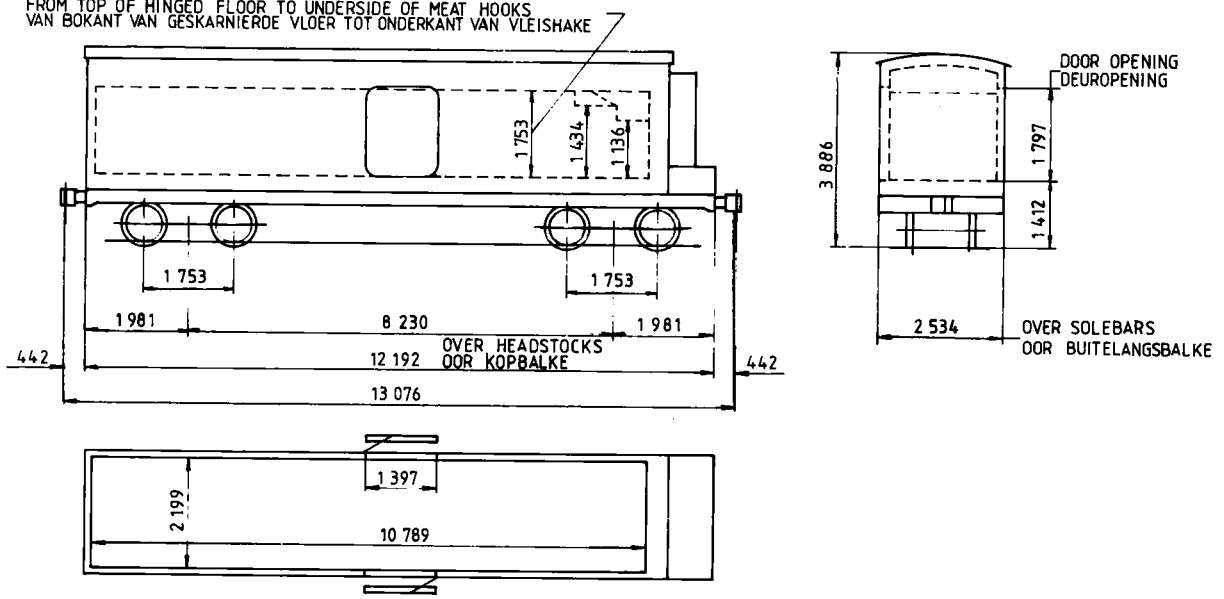
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 34 280 |
| Load kg / Vrag kg | 39 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 32,82 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 66 |
| | |
| | |

# LA-3

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-

| | | | | |
|---|---|---|---|---|
| WAGONS TROKKE | NOS. 15-011 054 | AND EN | 15-011 070 | FITTED WITH EXTERNAL DIAGONAL SIDE BRACING / GEPAS MET BUITE DIAGONALE SYVERSTERKING |
| WAGONS TROKKE | NOS. 15-011 119 | TO TOT | 15-011 313 | FITTED WITH BODY FRAMING SIDE BRACING / GEPAS MET BAKRAAMWERK SYVERSTERKING |
| WAGONS TROKKE | NOS. 15-011 321 | TO TOT | 15-011 364 | FITTED WITH UPPER FLOOR BRACING / GEPAS MET BOONSTE VLOERVERSTERKING |
| WAGONS TROKKE | NOS. 15-011 372 | TO TOT | 15-012 093 | FITTED WITH BODY FRAMING SIDE BRACING AND UPPER FLOOR BRACING / GEPAS MET BAKRAAMWERK SYVERSTERKING EN BOONSTE VLOERVERSTERKING |

ALL WAGONS FITTED WITH 168 DOUBLE MEAT HOOKS
ALLE TROKKE GEPAS MET DUBBELVLEISHAKE

RECODED FROM LA-2
HERKODEER VAN

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W.001 / 20056 | |
| Bogie Type / Draaisteltipe | ALIGNED | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 56,5 / 27,5 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 178 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FROZEN PRODUCTS / BEVROREPRODUKTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 15 - 011 003 / 15 - 012 093 | 1967 - 68 |

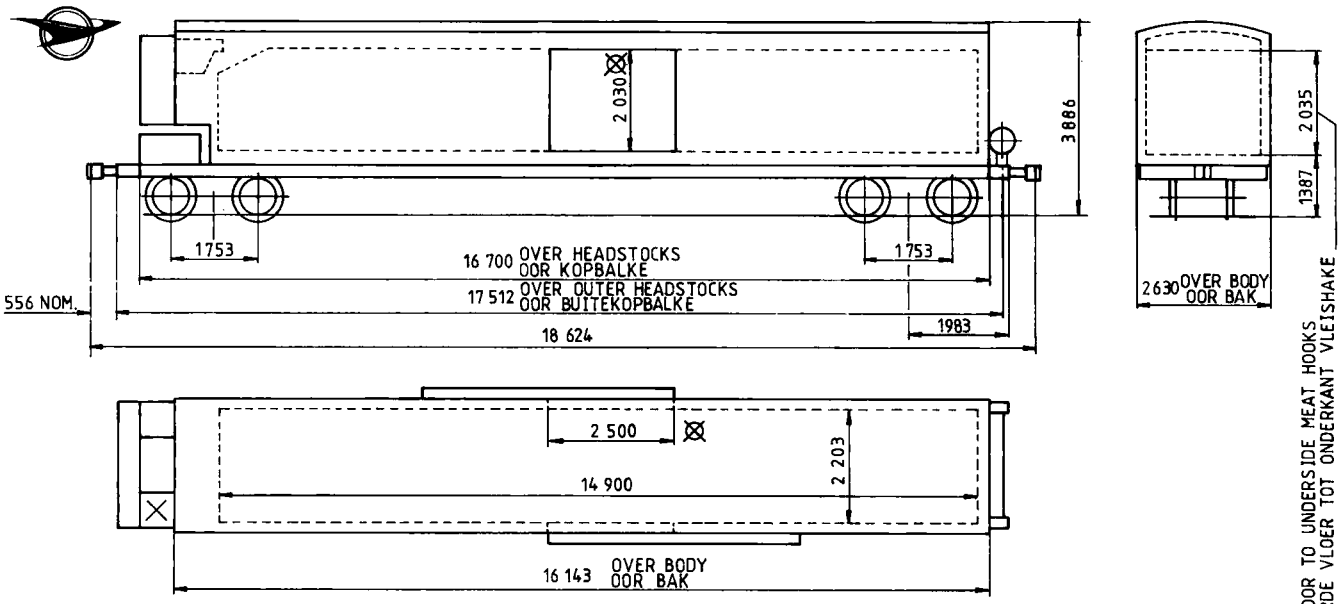
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 24 666 |
| Load kg / Vrag kg | 26 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 23,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,2 |

LAJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks :- FITTED WITH 272 DOUBLE MEAT HOOKS
Opmerkings :- GEPAS MET DUBBELVLEISHAKE

| LOAD VRAG | MAX LOAD MASS / MAKS VRAGMASSA | MAX HEIGHT ABOVE FLOOR LEVEL / MAKS HOOGTE BOKANT VLOERVLAK |
|---|---|---|
| FLOOR LOAD / VLOERVRAG | 39 000 kg | 1 400 mm |
| FLOOR LOAD / VLOERVRAG | 21 750 kg | 1 850 mm |
| SUSPENDED QUARTERS / CARCASSES HANGENDE KWARTE / KARKASSE | 17 000 kg | |

COMBINED LOAD / GEKOMBINEERDE VRAG
MAX FLOOR LOAD 22 000kg (MAX HEIGHT ABOVE FLOOR LEVEL 940mm) PLUS SUSPENDED LOAD 17 000kg
MAKS VLOERVRAG 22 000kg (MAKS HOOGTE BOKANT VLOERVLAK 940mm) PLUS HANGENDE VRAG 17 000kg

⊠ DOOR OPENING / DEUROPENING

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 15-017 001 / 15-017 087 | 1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| LA-3 | 1984 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D054 | | |
| Bogie Type / Draaisteltipe | HS MK VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | V/L/R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) 1 / 10 × 12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 53 / 24,8 | (L) 44,5 / 20,8 | |
| Drawgear Equipment / Trekwerkuitrusting | FREIGHT MASTER KK 250 STROKE / SLAG | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP M /- | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 502 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | FROZEN PRODUCTS / BEVROREPRODUKTE |
| Converted for / Omskep vir | |

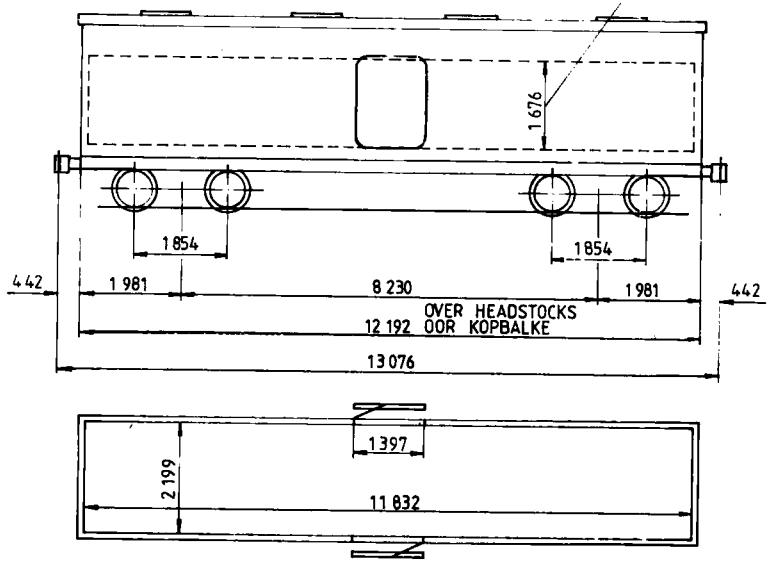
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

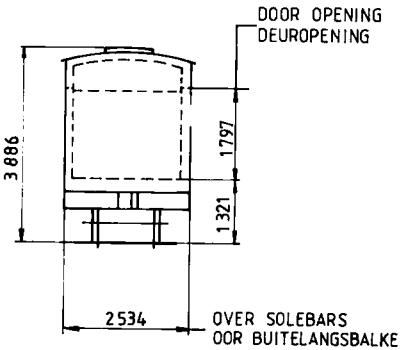
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 34 280 |
| Load kg / Vrag kg | 39 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 32,82 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 66 |

# LALJ-3

184

FROM TOP OF HINGED FLOOR TO UNDERSIDE OF MEAT HOOKS
VAN BOKANT VAN GESKARNIERDE VLOER TOT ONDERKANT VAN VLEISHAKE




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
Dual Power-Automatic / Tweekrag-Outomaties
A Slack Adjuster / Remversteller
R
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :- WAGONS / TROKKE NOS. 12-014 001, 12-014 028, 12-014 052, 12-014 060, 12-014 117, 12-014 176 / 12-014 192, 12-014 214; 12-014 273 AND / EN 12-014 400 FITTED WITH THROUGH STEAM PIPE / MET DEURPYP VIR STOOMVERWARMING VOORSIEN

FITTED WITH / GEPAS MET 192 DOUBLE MEATHOOKS / DUBBELVLEISHAKE

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 148/12-A21 W.1/20055 | |
| Bogie Type / Draaisteltipe | COACH / RYTUIG (10 234) | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 4/4,2 ELLIP NESTS / BUNDELS | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 61,3 / 33,2 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 276 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | PRECOOLED PRODUCTS / VOORVERKOELDE PRODUKTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 12 - 014 001 / 12 - 016 187 | 1966 - 67 |

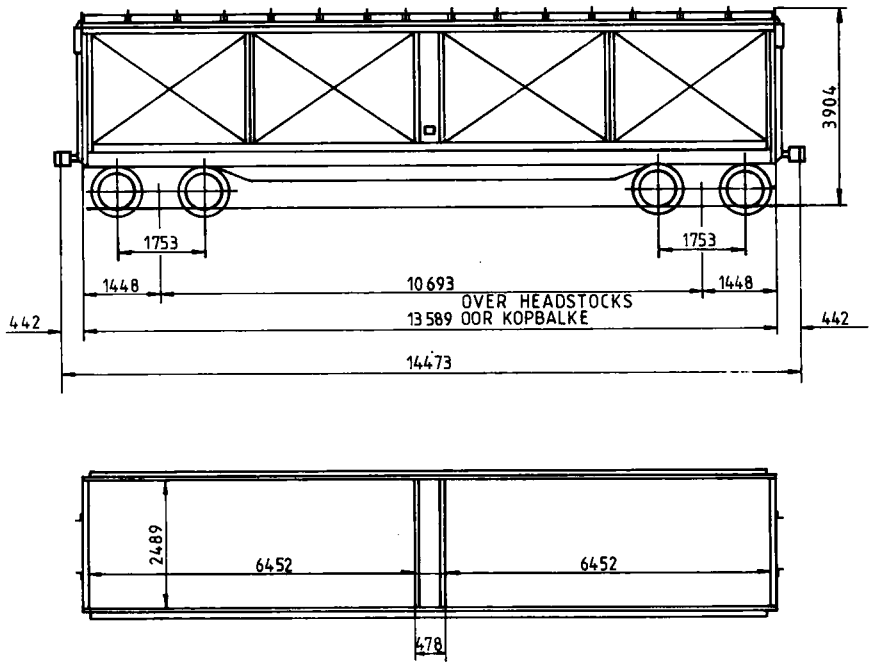
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

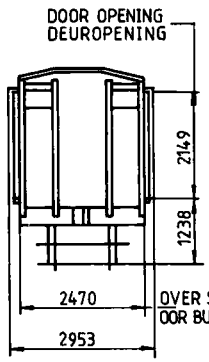
| | |
|---|---|
| Tare (Average) kg (Ice tanks empty) / Tarra (Gemiddeld) kg (Ystenke leeg) | 24 857 |
| Load kg (Ice tanks empty/full) / Vrag kg (Ystenke leeg/vol) | 21 000 / 17 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,02 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 43,61 |
| | |
| | |

LO - 2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- ●
QUICK-RELEASE HANDBRAKE NOT FITTED.
SNELLOSHANDREM NIE GEPAS NIE.
SLACK ADJUSTERS NOT FITTED.
REMVERSTELLERS NIE GEPAS NIE.

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ● 79 - 500 013 / 79 - 505 538 | 1969 - 70 |
| ○ 79 - 505 546 / 79 - 508 278 | 1972 |
| ● 79 - 508 286 / 79 - 510 957 | 1972 - 73 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

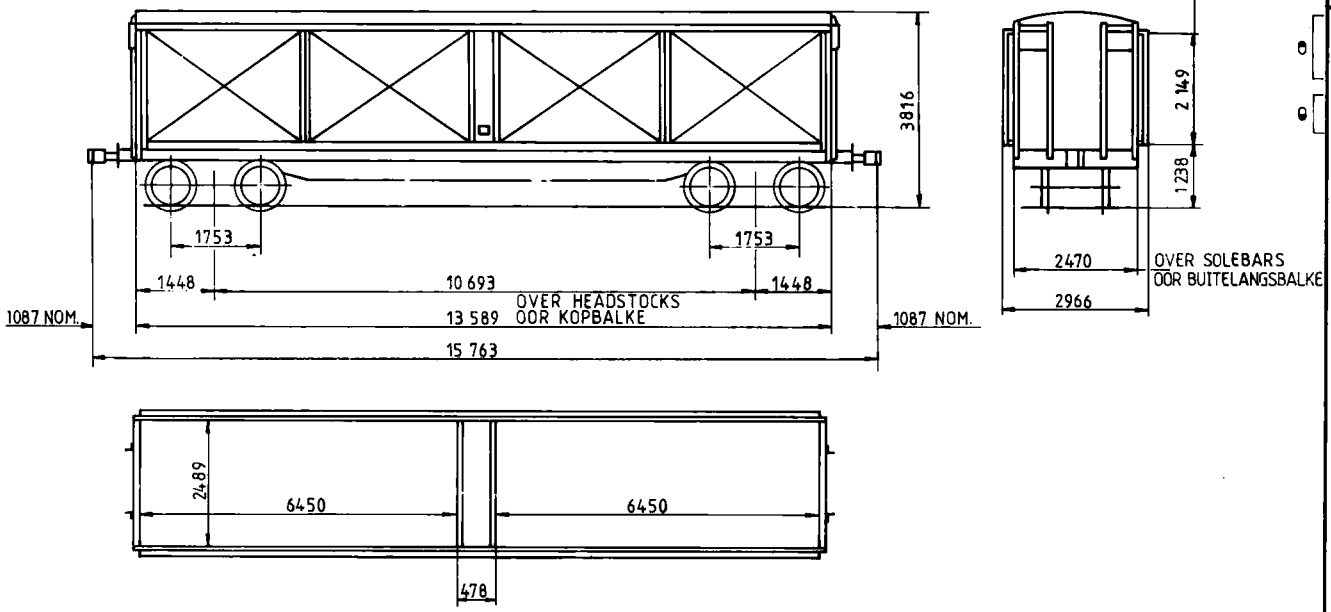
| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | ● W1/20074 ● W001/D016 ○ W001/D015 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 4 | | |
| Brake System / Remstelsel | ○ V / R ● V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) ○ 91,9/40,7 ● 91 / 40,3 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1370 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FRUIT (PALLETS) / VRUGTE (PALETTE) |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 26 260 |
| Load kg / Vrag | 33 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 32 |
| Capacity $m^3$ / Inhoudsvermoë | 70 |

0-1




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-
✱ ● KEYSTONE SSC 508 STROKE / SLAG
✱ ◑ PULLMAN SSC 508 STROKE / SLAG
● SPOORBARBER "HYBRID", HS MK III, HS MK VII
◑ SPOORBARBER

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ● 79-511 023 / 79-516 823 | 1976-78 |
| ● 79-516 858 / 79-517 293 | 1978 |
| ● 79-518 915 / 79-524 222 | 1979-80 |
| ◑ 79-516 831 | 1978 |
| ◑ 79-517 307 / 79-518 907 | 1978-79 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D056 | | |
| Bogie Type / Draaisteltipe | ● ◑ | | |
| Bearing Size / Laergrootte | D / ◑ C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 / ◑ 10 / 4 | | |
| Brake System / Remstelsel | V / R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 64,4 / 30,28 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | ✱ | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / - | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1293 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FRUIT (PALLETS) / VRUGTE (PALETTE) |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

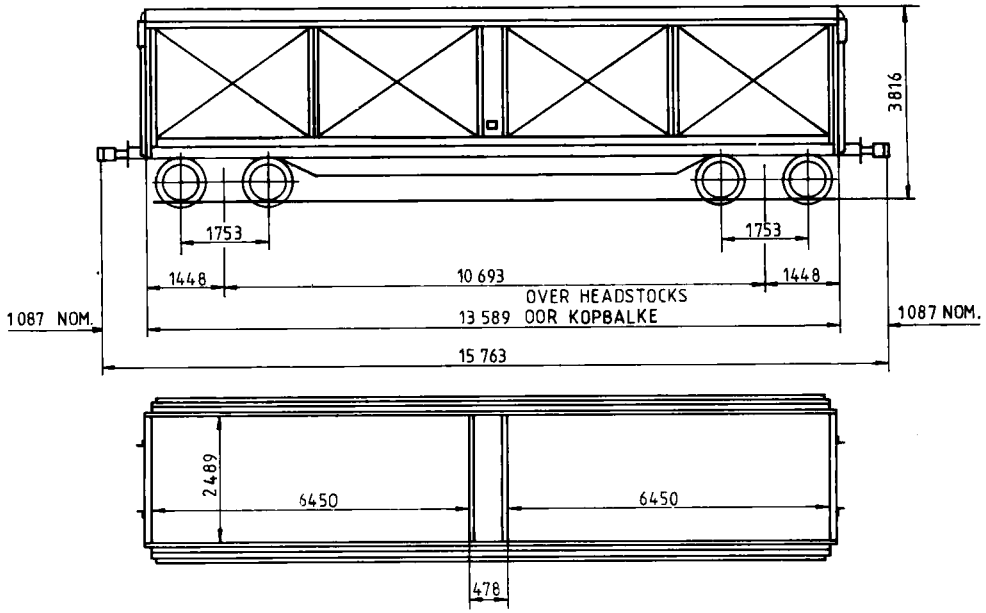
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 29240 |
| Load kg / Vrag kg | 33 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 32 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 70 |
| | |
| | |

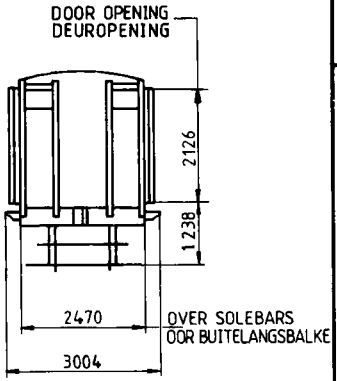
0-3

187

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
Dual Power-Automatic / Tweekrag-Outomaties
A
Slack Adjuster / Remversteller
R
Dual Power - Manually operated / Tweekrag - Handbediening
D
Vacuum / Vakuum
V
Air / Lug
L




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 79- 524 230/79-524 761 | 1978-79 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W 001 / 0059 |
| Bogie Type / Draaisteltipe | SPOORBARBER "HYBRID" / SPOORBARBER |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 |
| Brake System / Remstelsel | V / R |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 58,7 / 28,9 (L) |
| Drawgear Equipment / Trekwerkuitrusting | KEYSTONE SSC 508 STROKE / SLAG |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / - |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1371 |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | FRUIT (PALLETS) / VRUGTE (PALETTE) |
| Converted for / Omskep vir | |

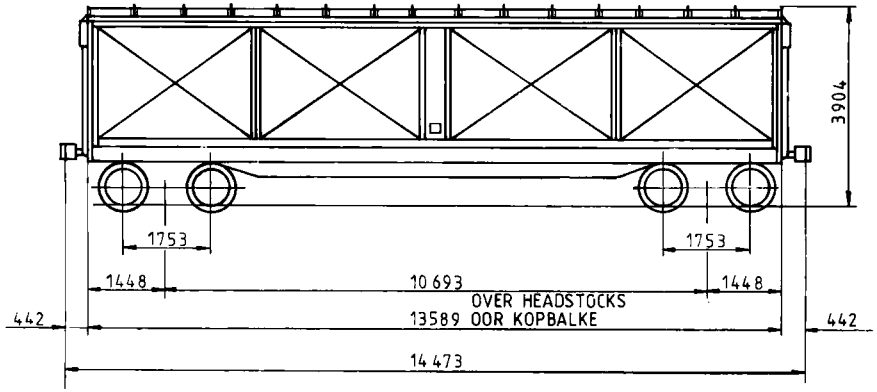
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

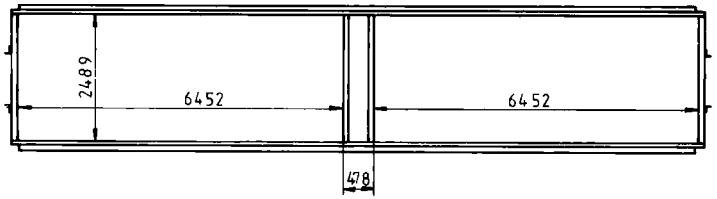
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 32 100 |
| Load kg / Vrag | 33 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 32 |
| Capacity $m^3$ / Inhoudsvermoë | 70 |

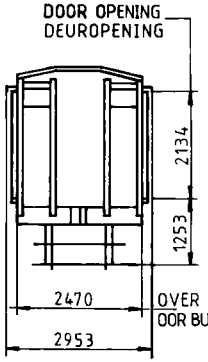
0-4

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-
- QUICK RELEASE HANDBRAKE NOT FITTED. / SNELLOSHANDREM NIE GEPAS NIE.
- SLACK ADJUSTERS NOT FITTED. / REMVERSTELLERS NIE GEPAS NIE.

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 79 - 524 818 / 79 - 525 881 | 1969 - 73 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| 0 - 1 | 1981 - 82 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | ● W1/20074 ○ W001/D016 ◐ W001/D015 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 4 | | |
| Brake System / Remstelsel | ◐ V / R ● V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) ◐ 85,9/39 ● 85/39 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1363 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FRUIT (PALLETS) / VRUGTE(PALETTE) |
| Converted for / Omskep vir | PRECOOLED FRUIT / VOORVERKOELDEVRUGTE |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 28 080 |
| Load kg / Vrag kg | 33 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 32 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 68,4 |
| | |
| | |

# 0A-1

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device / Koppelaar Hidrouliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device / Middelbalk Hidrouliese Kussinginrigting

Brake System - Remstelsel

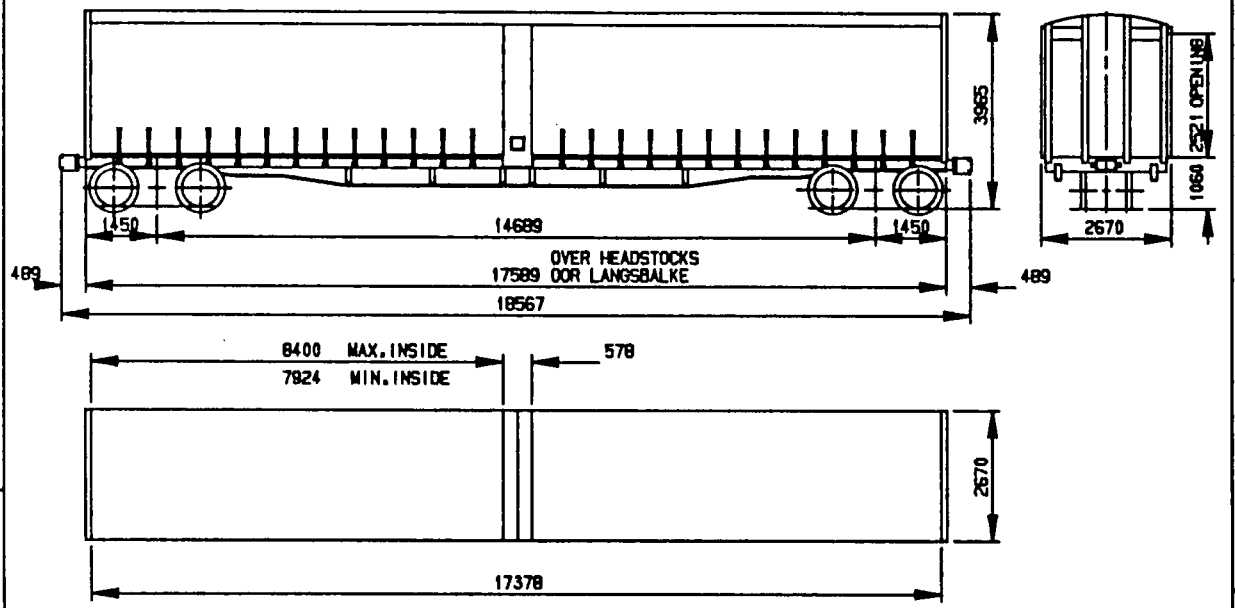
A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Ramversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually Operated / Tweekrag - Handbediening




Remarks / Opmerkings 1-

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A003S101_A49 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 26000 |
| Bogie Type / Draisteltipe | H.S. Mk VII | | | Load / Vrag | 54000 |
| Bearing Size / Lagergroette | D | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draisteel Buite / Binne | 10/10 | | | Floor Area / Vloeroppervlakte $m^2$ | |
| Brake System / Remstelsel | V/L/R | | | Capacity / Inhoudevermoe $m^3$ | |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) 1x10"x12" | Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 80000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) 32 | Originally designed for / Oorspronklik ontwerp vir | | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 73./23.7. (L) 61.3/19.9 | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | Revision / Herziening | | | |
| Coupler / Yoke / Koppelaar / Juk | E/E | Date / Datum | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| | |
| Converted from / Omskep van | Date / Datum |
| OLJ-5 | 1993 |
| | |

OKLJ-1

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
A Tweekrag - Outomaties

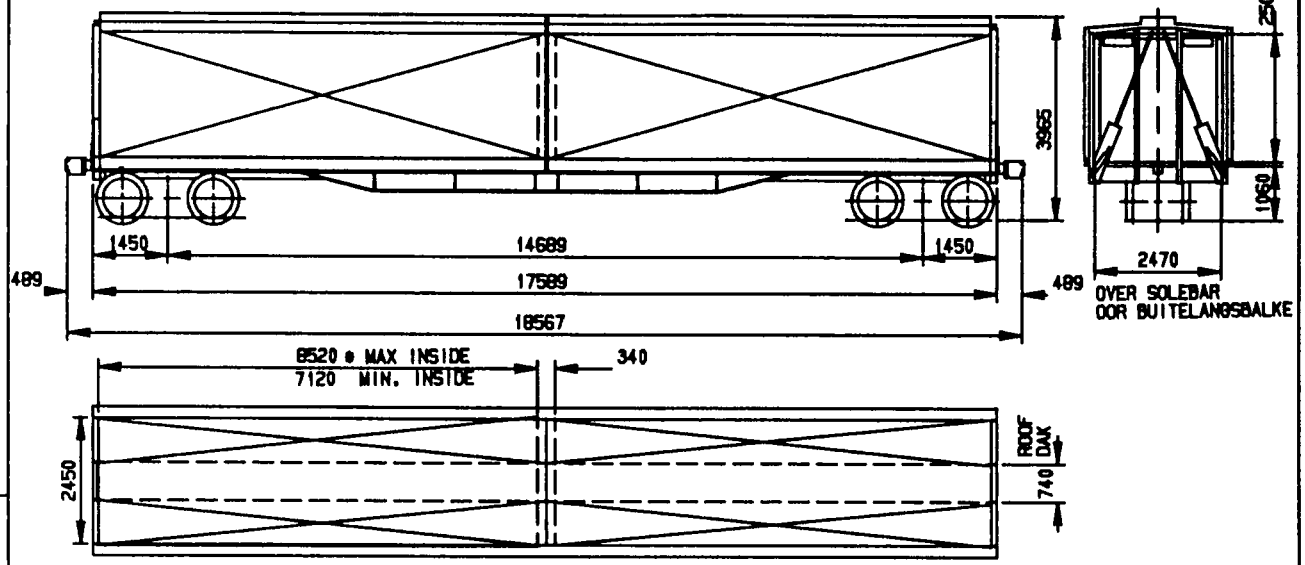
Slack Adjuster
R Remverstelder

Vacuum
Vakuum

Air
Lug

Dual Power - Manually Operated
Tweekrag - Handbediening

SPOORNET




Remarks / Opmerkings 1- ø MIN ADJUSTMENT ON BULKHEAD =70mm
MIN VERSTELLING OP SKOT =70mm

| | |
|---|---|
| Drawing Number / Tekeningnommer | RS A003_001_A21 |
| Bogie Type / Draisteltipe | H.S.MK VII |
| Bearing Size / Lagergroottе | D |
| Springs per Bogie Outer / Inner / Vere per Draisteel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V/L/R |
| Brake Cylinders / Remsilinders | (V) 2/18 (L) 1/10x12 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 (L) 32 |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V)67,6/23,7<br>(L)56,7/19,9 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke<br>Koppelaar / Juk | E/E |

| | | | | | |
|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 80 000 | | | | |
| Originally designed for / Oorspronklik ontwerp vir | FRUIT (PALLETS)<br>VRUGTE (PALLETTE) | | | | |
| Converted for / Omskep vir | PALLETS<br>PALLETTE | | | | |
| Revision / Herziening | | | | | |
| Date / Datum | | | | | |

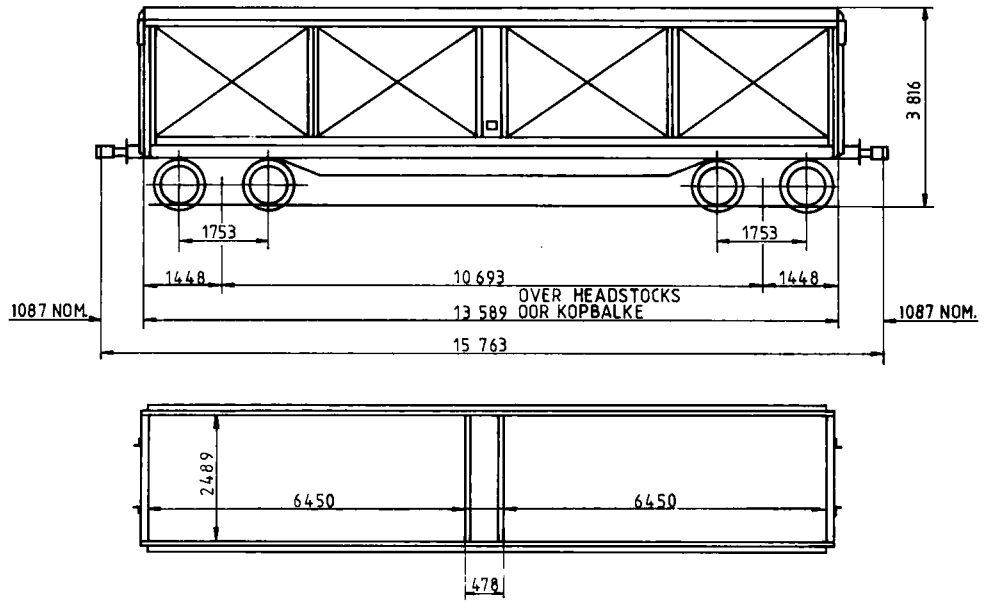
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 10-034 552 | 1982 |
| Converted from / Omskep van | Date / Datum |
| OLJ-5 | 1993 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) kg | | 28 100 |
| Load / Vrag | | 52 000 |
| Load (Coal) / Vrag (Steenkool) kg | | |
| Floor Area / Vloeroppervlakte $m^2$ | | 41,7 MAX / MAKS |
| Capacity / Inhoudsvermoë $m^3$ | | 104,4 MAX / MAKS |

OKLJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag-Handbediening




Remarks / Opmerkings :- 43 WAGONS / TROKKE (79-525 903/79-526 020, 79-526 047/79-526 071, 79-526 101, 79-526 187, 79-526 209, 79-526 217, 79-526 233, 79-531 709/79-531 946) FITTED WITH SMOOTH FLOORS / TOEGERUS MET GLADDE VLOERE

1 WAGON / TROK (79-526 683) DOORS REMOVED AND FITTED WITH TAUTLINER / DEURE VERWYDER EN TOEGERUS MET "TAUTLINER"

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 79 - 525 903 / 79 - 531 946 | 1982 - 83 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W-001/D078 | |
| Bogie Type / Draaisteltipe | H.S.MK. VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/L/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 60/23,7 | (L) 51/20,2 |
| Drawgear Equipment / Trekwerkuitrusting | PULLMAN SSC 508 | STROKE / SLAG |
| Coupler / Yoke / Koppelaar / Juk | E/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1299 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | FRUIT (PALLETS) / VRUGTE (PALETTE) |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 31390 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 32 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 70 |
| | |
| | |

OLJ-5

46 /90

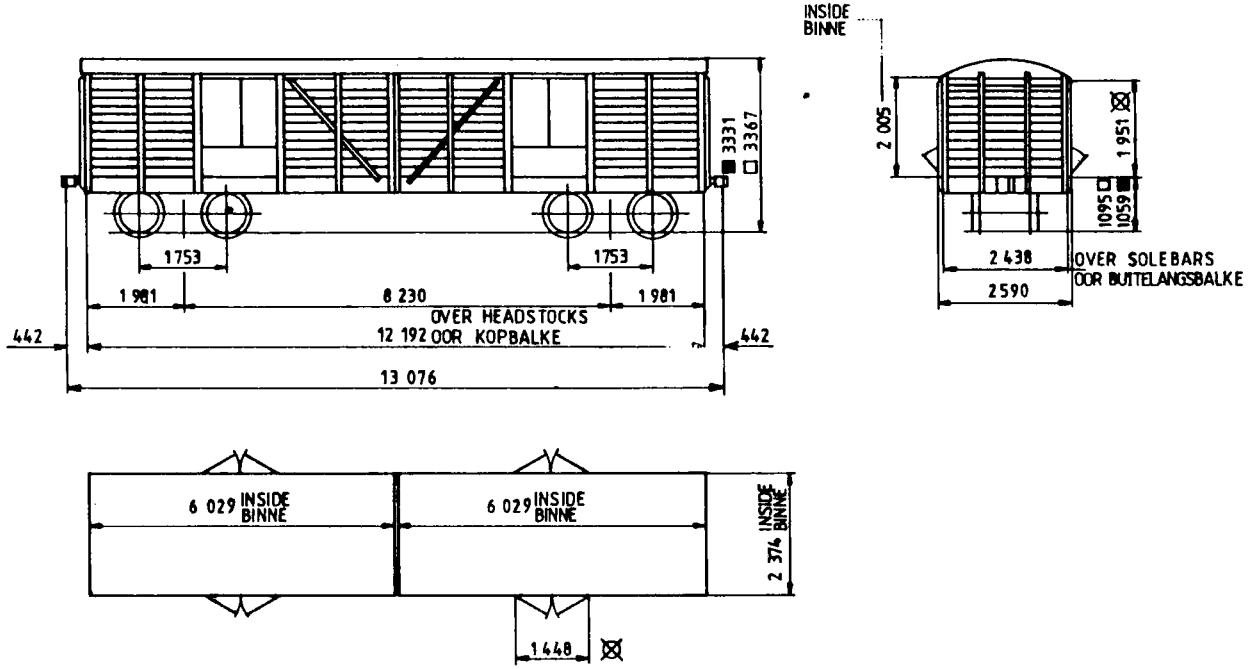
**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remverstelier




Remarks / Opmerkings :- ■ 1059 FOR SARCAST BOGIE / VIR SARCAST DRAAISTEL
□ 1095
■ 1059 FOR DIAMOND FRAME BOGIE / VIR RUITRAAM DRAAISTEL

⊠ DOOR OPENING / DEURopening

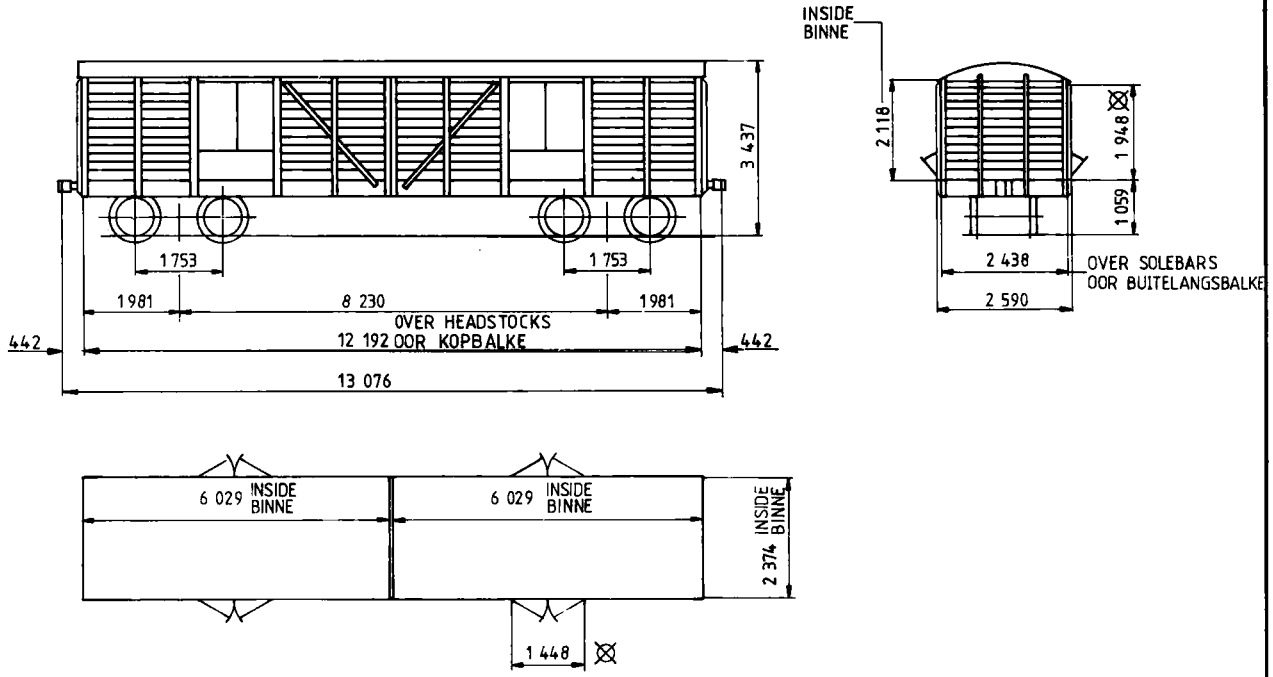
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W.1/10538 □ W.1/10942 ■ | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME / RUITRAAM / SARCAST | | | | |
| Bearing Size / Laergrootte | 10 X 5 | | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | | | |
| Brake System / Remstelsel | V | | | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 50 | (L) | Originally designed for / Oorspronklik ontwerp vir | FRUIT / VRUGTE | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 85,7/34,4 | (L) | Converted for / Omskep vir | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | Revision / Hersiening | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 79-011 004/79-027 334 | 1950-55 |
| Converted from / Omskep van | Date / Datum |
| | |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 19 510 |
| Load / Vrag | kg | 29 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 28,6 |
| Capacity / Inhoudsvermoë | $m^3$ | 57,3 |

# OZ-8

191




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 79 - 028 004 / 79 - 033 474 | 1958 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 120/12-A21 | | |
| Bogie Type<br>Draaisteltipe | SARCAST | | |
| Bearing Size<br>Laergrootte | 10 X 5 | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System<br>Remstelsel | V | | |
| Brake Cylinders<br>Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 85,7 / 34,4 | (L) | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | FRUIT<br>VRUGTE |
| Converted for<br>Omskep vir | |

| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 19 510 |
| Load kg<br>Vrag | 29 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | 28,6 |
| Capacity $m^3$<br>Inhoudsvermoë | 60,6 |

OZ-9

47 /92

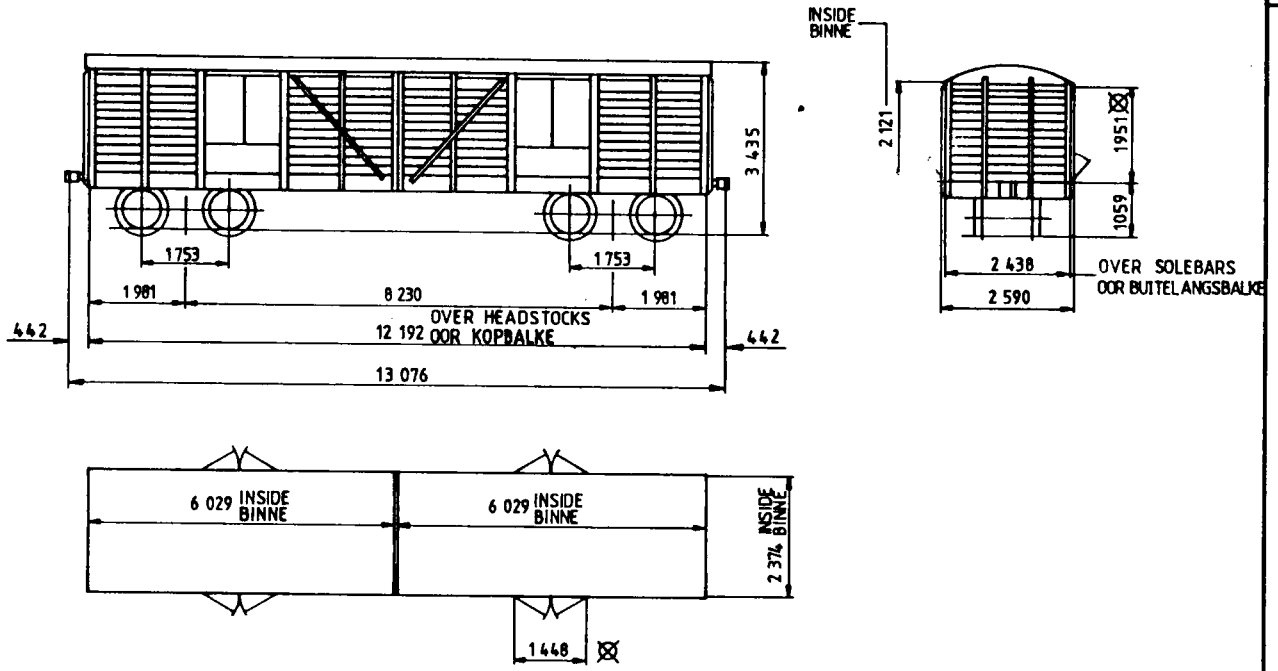
**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
A Dual Power - Automatic / Tweekrag - Outomaties
L Air / Lug
R Slack Adjuster / Remversteller
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :- OZ-12 BODY MOUNTED ON WAGON / BAK GEMONTEER OP TROK No 79-053 513 UNDERFRAME / ONDERSTEL

⊠ DOOR OPENING / DEURopening

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 79-047 009 / 79-047 254 | 1961 |
| 79-047 718 / 79-052 932 | 1961 |
| 79-047 262 / 79-047 696 | 1962-63 |
| 79-052 940 / 79-057 950 | 1962-63 |
| 79-047 645, 79-057 969 | |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 130/12-A21 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 10 X 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 83,7 / 34,1 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S | / SAR SAS | |

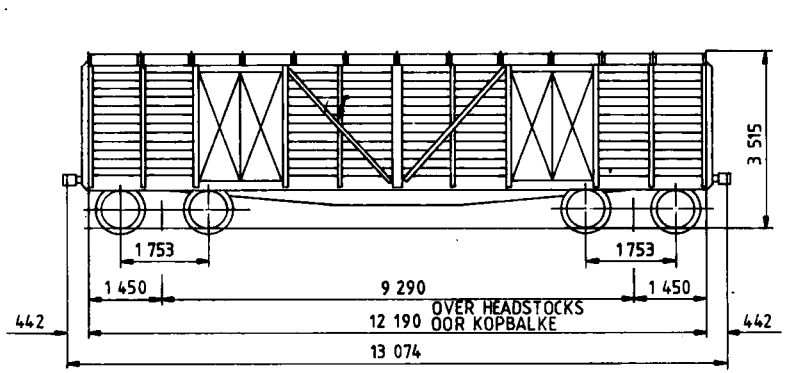
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FRUIT / VRUGTE |
| Converted for / Omskep vir | |

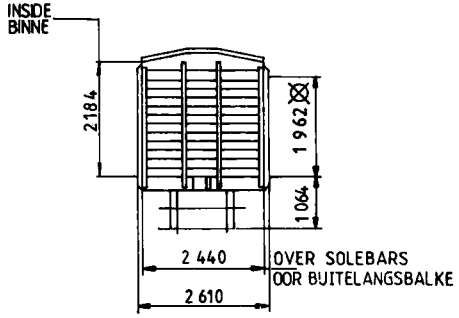
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

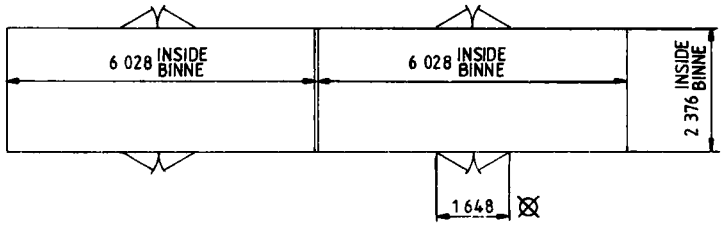
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 960 |
| Load kg / Vrag kg | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 28,6 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 60,7 |

# OZ-11

193




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
D Dual Power - Tweekrag – Manually operated / Handbediening
A Dual Power - Tweekrag - Automatic / Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug

Remarks / Opmerkings :-

⊠ DOOR OPENING / DEUROPENING

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 79 - 058 000 / 79 - 066 283 | 1974-75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 001/ F 012 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/2 | |
| Brake System / Remstelsel | V/R | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 69,9 / 28 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 042 |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FRUIT / VRUGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

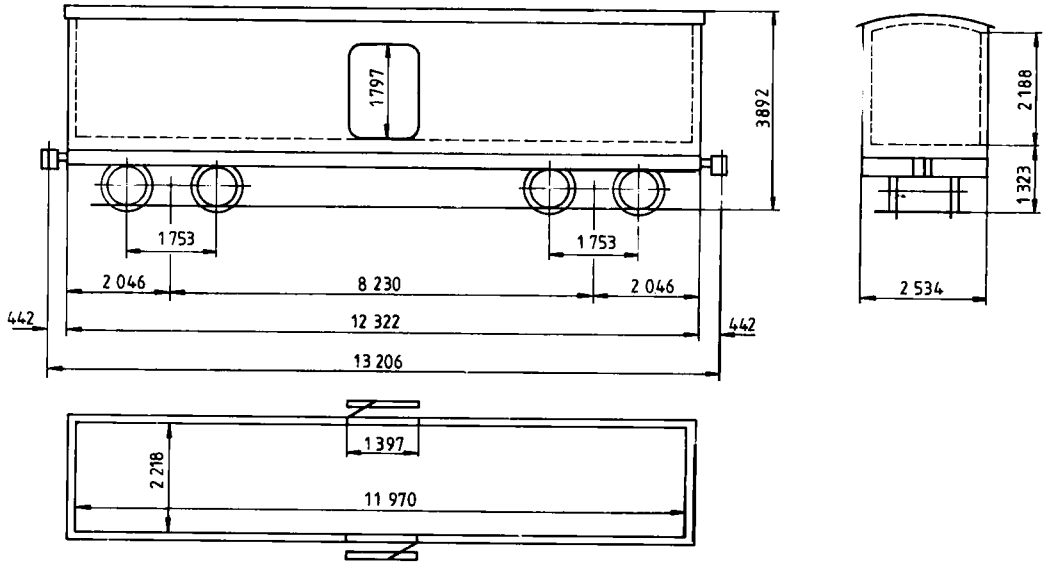
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19430 |
| Load kg / Vrag kg | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 28,6 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 62,5 |

OZ-12

194

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | C.E. NO. A 1/15921 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 10 × 5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,5/41 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 300 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | FISH VIS |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 13-011 081 | 1958 |
| 13-011 391 | 1958 |
| 13-011 537 | 1958 |
| 13-011 901 | 1959 |
| 13-012 274 | 1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 000 |
| Load kg / Vrag kg | 29 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 26,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 58,5 |
| | |
| | |

PZ-2

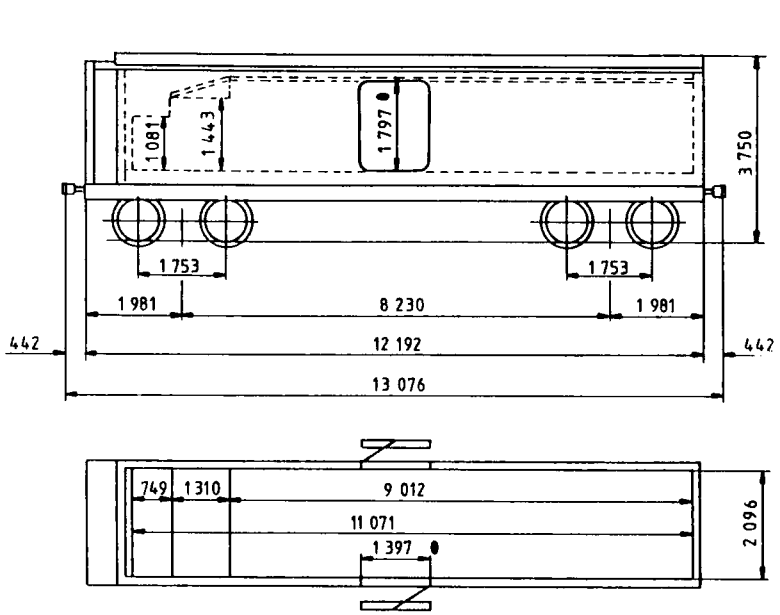
**Drawgear Equipment - Trekwerkuitrusting**

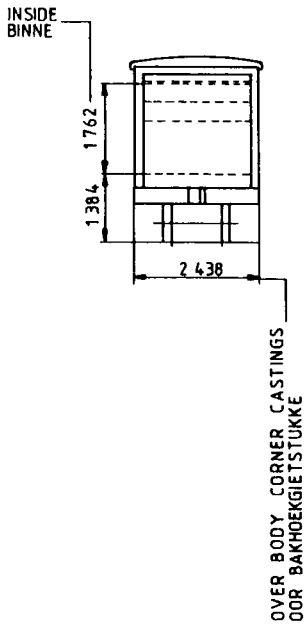
KK Coupler hydraulic cushioning device / Koppelaar hidroulièse kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulièse kussinginrigting

**Brake System - Remstelsel**

Dual Power-Automatic
A Tweekrag-Outomaties
R Slack Adjuster / Remverstelller

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-
*1 DIAMOND FRAME / SARCAST — RUITRAAM / SARCAST
*2 LJ-1 BODY MOUNTED ON GZ-5/FB-1/OZ-8/OZ-9/OZ-11 UNDERFRAME 1989
LJ-1 BAK GEMONTEER OP GZ-5/FB-1/OZ-8/OZ-9/OZ-11 ONDERSTEL

● DOOR OPENING / DEURopening

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 13-014 005 / 13-014 859 | 1950 - 78 |
| 13-014 897 / 13-014 935 | 1950 - 78 |
| 13-014 943 / 13-015 389 | 1950 - 78 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| *2 | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 591/12-C99 | | |
| Bogie Type / Draaisteltipe | *1 | | |
| Bearing Size / Laergrootte | 10 x 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 / 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 76,01/36,36 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | |
| | | | |
| | | | |
| | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 | | |
| Originally designed for / Oorspronklik ontwerp vir | FROZEN PRODUCTS / BEVROREPRODUKTE | | |
| Converted for / Omskep vir | FISH / VIS | | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | | |
|---|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 22 000 | |
| Load kg / Vrag | 24 000 | |
| Load (Coal) kg / Vrag (Steenkool) | | |
| Floor Area $m^2$ / Vloeroppervlakte | 23,2 | |
| Capacity $m^3$ / Inhoudsvermoë | 39 | |

**PZ-4**

196

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

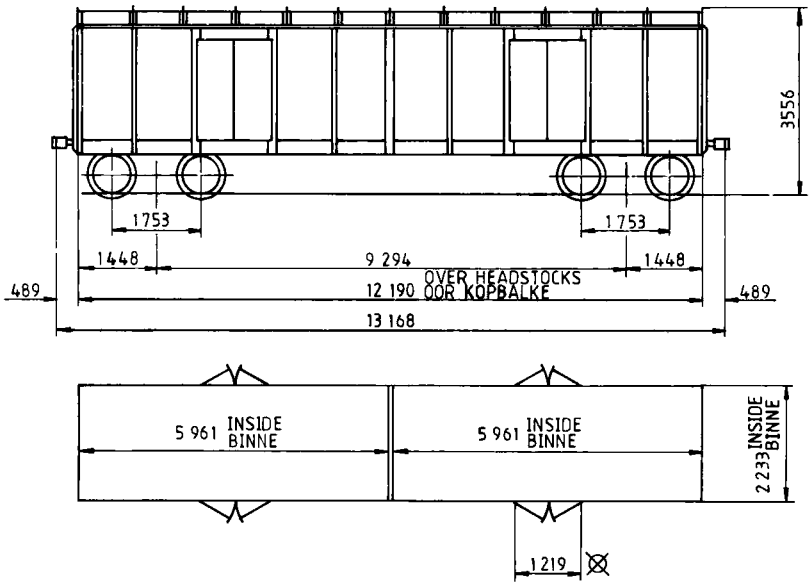
V Vacuum
Vakuum

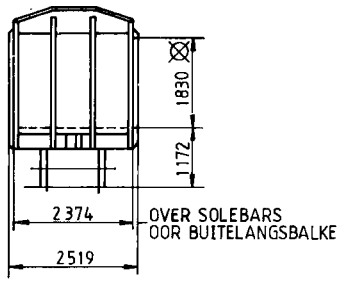
L Air
Lug

D Dual Power - Manually operated
Tweekrag - Handbediening

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remversteller




Remarks : MAX. LOAD HEIGHT 1700 ABOVE FLOOR LEVEL.
Opmerkings : MAKS. LAAIHOOGTE 1700 BOKANT VLOERVLAK.

⊠ DOOR OPENING
DEUROPENING

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 19 - 900 007 / 19 - 901 631 | 1971-74 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| GZ-10 | 1986 - 87 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | CME 6040/12-000<br>CME 6057/12-000 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Tare (Average) kg<br>Tarra (Gemiddeld) kg | 21 300 |
| Bogie Type<br>Draaisteltipe | SPOORBARBER | | | | Load kg<br>Vrag kg | 30 000 |
| Bearing Size<br>Laergrootte | C | | | | Load (Coal) kg<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/0 | | | | Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | 26,62 |
| Brake System<br>Remstelsel | V/R | | | | Capacity $m^3$<br>Inhoudsvermoë $m^3$ | 45,2 |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | (L) | Design Limit – Mass on Rail kg<br>Ontwerplimiet – Massa op Spoor kg | 60 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for<br>Oorspronklik ontwerp vir | LIVESTOCK<br>VEE | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 55,7/23,1 | (L) | Converted for<br>Omskep vir | EXPLOSIVES<br>ONTPLOFBARE STOWWE | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901E | | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/SAR-SAS | | Date<br>Datum | | | |

QAJ - 1

**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidroulïese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulïese kussinginrigting

**Brake System - Remstelsel**

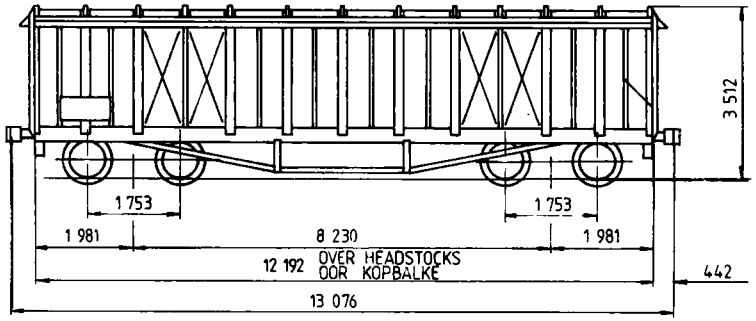
V Vacuum
Vakuum

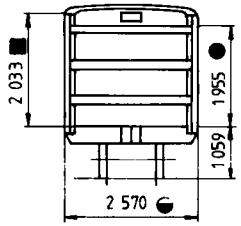
L Air
Lug

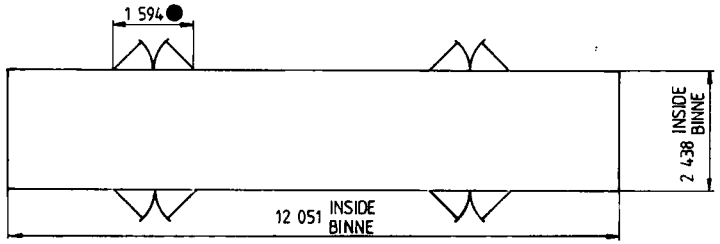
D Dual Power - Manually operated
Tweekrag - Handbediening

A Dual Power-Automatic
Tweekrag-Outomaties

R Slack Adjuster
Remversteller




OVER STANCHIONS
OOR STYLE

DOOR OPENING
DEUROPENING

BOTTOM OF CANTRAIL
ONDERKANT VAN KANTRELING

**Remarks** FITTED WITH CEILING
**Opmerkings** MET PLAFON GEPAS

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 19-800 002 / 19-803 850 | 1969 / 1975 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| FP - 2,6 | 1986 |
| | |

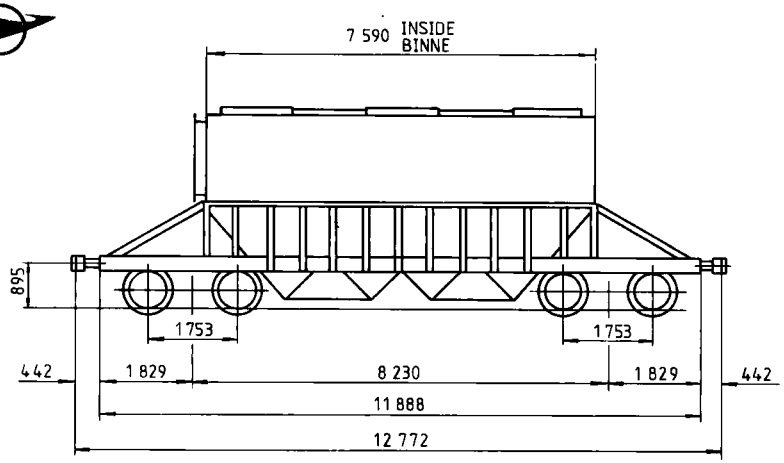
| | | |
|---|---|---|
| Drawing Number<br>Tekeningnommer | W. 1/ 20059 | |
| Bogie Type<br>Draaisteltipe | SPOORBARBER / HS Mk III | |
| Bearing Size<br>Laergrootte | C | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 8/2 | |
| Brake System<br>Remstelsel | V | |
| Brake Cylinders<br>Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 84,6/33,6 | (L) |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP / SAR-SAS | |

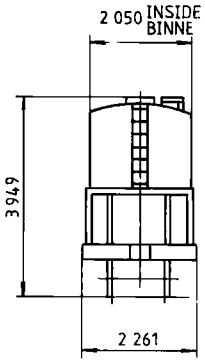
| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 1 070 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | PARCELS<br>PAKKETTE |
| Converted for<br>Omskep vir | AMMUNITION<br>AMMUNISIE |

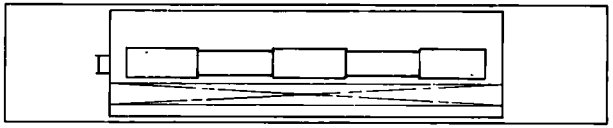
| | | | | | | |
|---|---|---|---|---|---|---|
| Revision<br>Hersiening | | | | | | |
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 19 730 |
| Load kg<br>Vrag | 30 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | 29 |
| Capacity $m^3$<br>Inhoudsvermoë | 65 |
| | |
| | |

**QB-1**



**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

A Dual Power-Automatic / Tweekrag-Outomaties

R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

**Remarks / Opmerkings**

✳1 RECODED FROM FKJ-1 / HERKODEER VAN FKJ-1 } 1986

✳2 RECODED FROM FKJ-3 / HERKODEER VAN FKJ-3 }

CONTINUOUS ROOF DOOR OPENING / AANEENLOPENDE DAKDEUROPENING 6 990 × 534 ✳2

✳3

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 4559/12-000 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) – |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 | (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 72,5/23,5 | (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 016 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | IRON ORE / YSTERERTS |
| Converted for / Omskep vir | AMMONIUM NITRATE / AMMONIUMNITRAAT |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

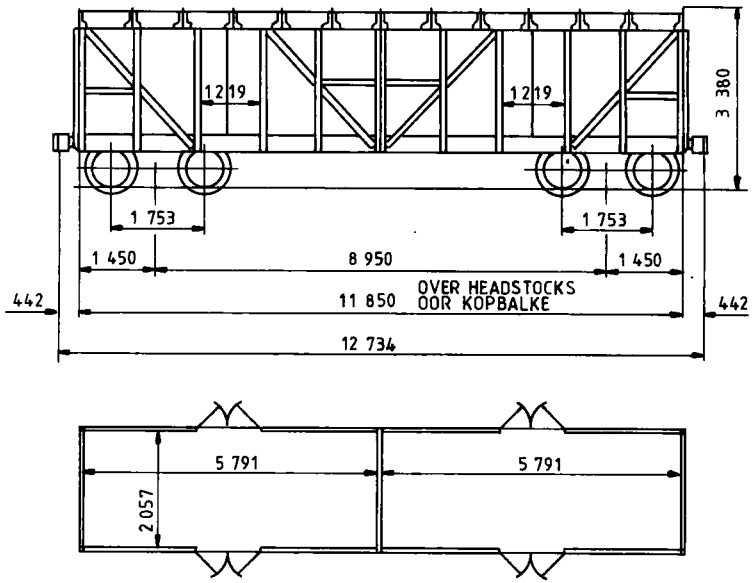
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 19-600 003 & 19-600 011 ✳1 | 1977 |
| 19-600 038 / 19-601 204 ✳2 | 1977 |
| 19-600 212 / 19-601 654 ✳3 | 1958-59 |

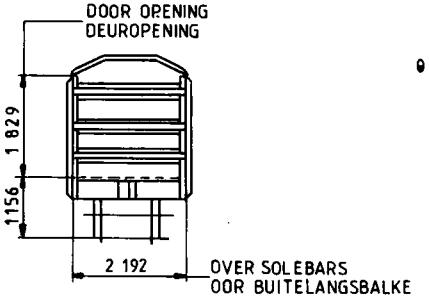
| Converted from / Omskep van | Date / Datum |
|---|---|
| AZJ-4 | 1989 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 23 580 |
| Load / Vrag | kg | 36 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | |
| Capacity / Inhoudsvermoë | $m^3$ | 45 |

# QCJ-1

199




**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remsteelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

**Remarks / Opmerkings:** MAX. LOAD HEIGHT / MAKS. LAAIHOOGTE 1 700 ABOVE FLOOR LEVEL / BOKANT VLOERVLAK

RECODED FROM / HERKODEER VAN QZ-2 1989

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / F 018 | |
| Bogie Type / Draaisteltipe | SPOORBARBER ø HS Mk III | |
| Bearing Size / Laergrootte | C ø D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/2 ø 10/4 | |
| Brake System / Remstelsel | V/R | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V)70,47/27,98 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 053 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60000 |
| Originally designed for / Oorspronklik ontwerp vir | EXPLOSIVES / ONTPLOFBARE STOWWE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 19-010 559 / 19-011 644 ø<br>19-011 652 / 19-012 195 | 1975 - 76<br>1977 |

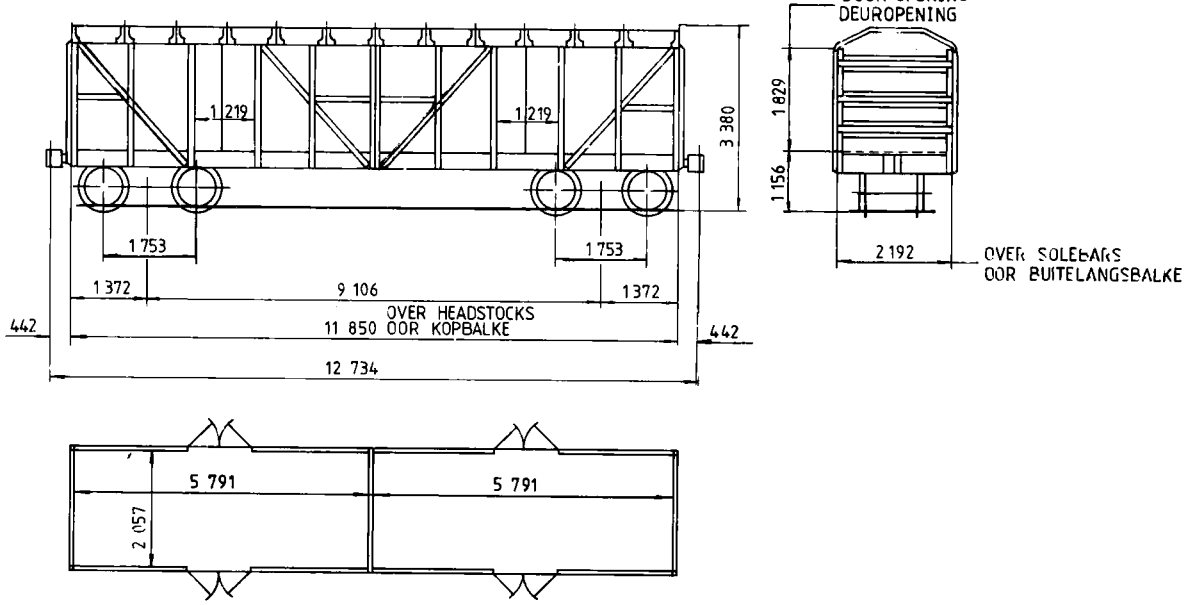
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 760 |
| Load kg / Vrag kg | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 23,82 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,49 |
| | |
| | |

# QZJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- MAX. LOAD HEIGHT / MAKS. LAAIHOOGTE 1 700 ABOVE FLOOR LEVEL / BOKANT VLOERVLAK

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W. 001 / D 003 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8 / 2 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,84 / 31,55 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 053 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | EXPLOSIVES / ONTPLOFBARE STOWWE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 19 - 010 001 / 19 - 010 540 | 1971 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

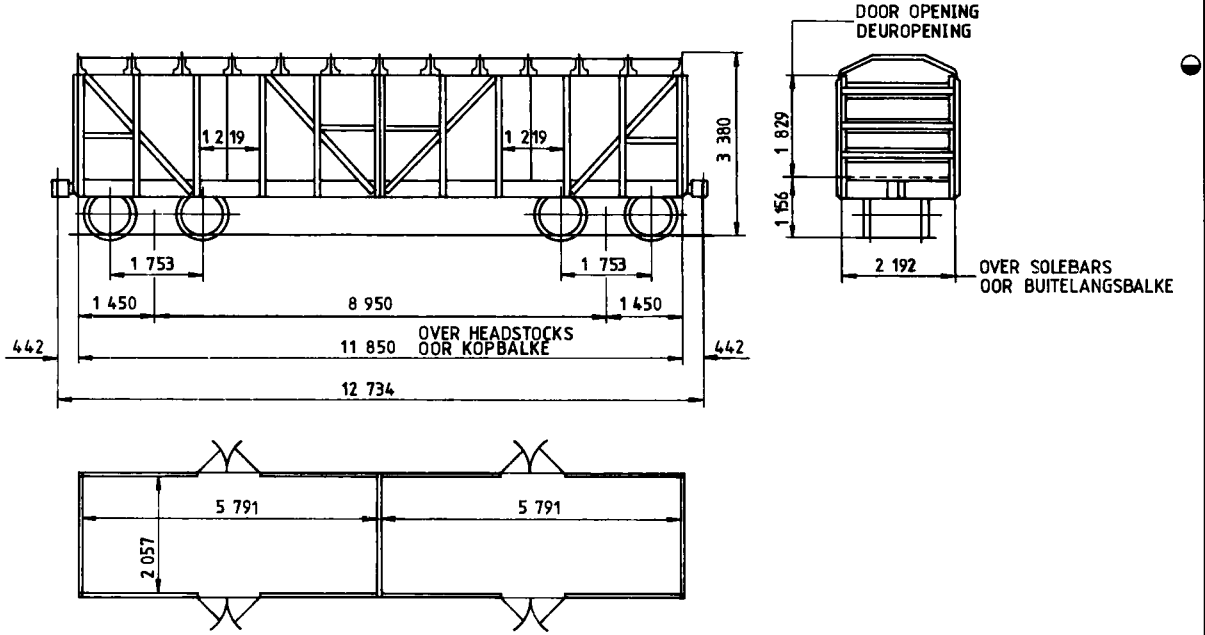
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 820 |
| Load kg / Vrag kg | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 23,82 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,49 |

QZ - 1

201

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings: MAX. LOAD HEIGHT / MAKS. LAAIHOOGTE 1 700 ABOVE FLOOR LEVEL / BOKANT VLOERVLAK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 19-010 559 / 19-011 644<br>19-011 652 / 19-012 195 | 1975-76<br>1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W. 001 / F 018 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 053 |
| Bogie Type / Draaisteltipe | SPOORBARBER ◒ HS MK III | | |
| Bearing Size / Laergrootte | C ◒ D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/2 ◒ 10/4 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/15 (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 (L) | Originally designed for / Oorspronklik ontwerp vir | EXPLOSIVES<br>ONTPLOFBARE STOWWE |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 70,47/27,98 (L) | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | Date / Datum | |

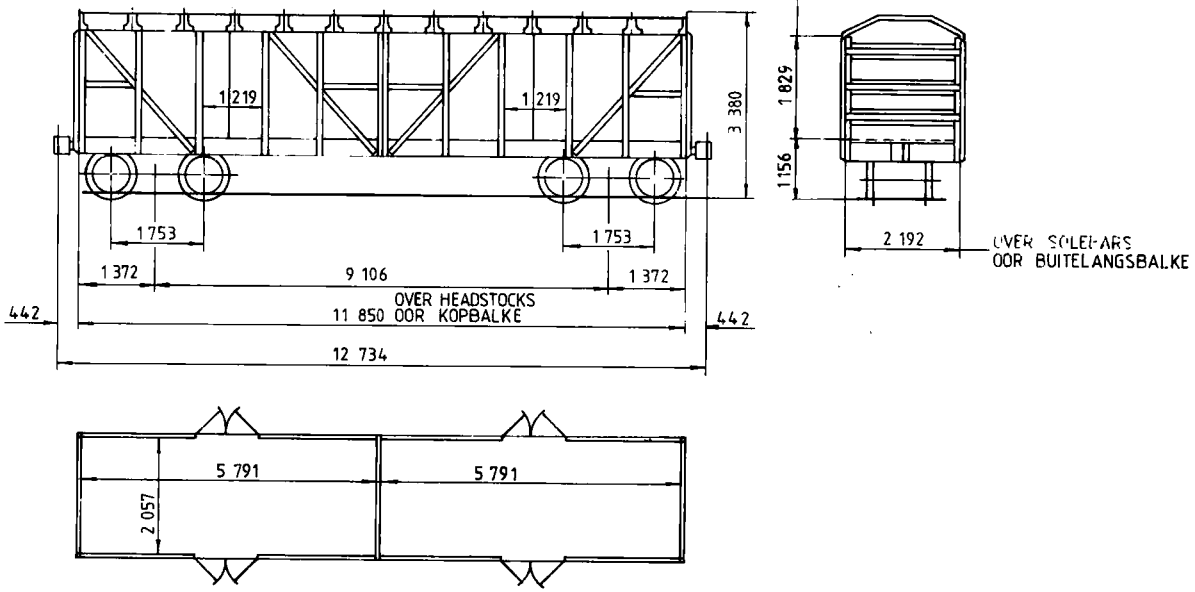
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 760 |
| Load kg / Vrag | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 23,82 |
| Capacity $m^3$ / Inhoudsvermoë | 40,49 |

QZ-2

202

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- MAX.LOAD HEIGHT / MAKS.LAAIHOOGTE 1 700 ABOVE FLOOR LEVEL / BOKANT VLOERVLAK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 19 - 010 001 / 19 - 010 540 | 1971 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| QZ - 1 | 1982 - |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W. 001 / D003 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8 / 2 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 62,87/24,24 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | |

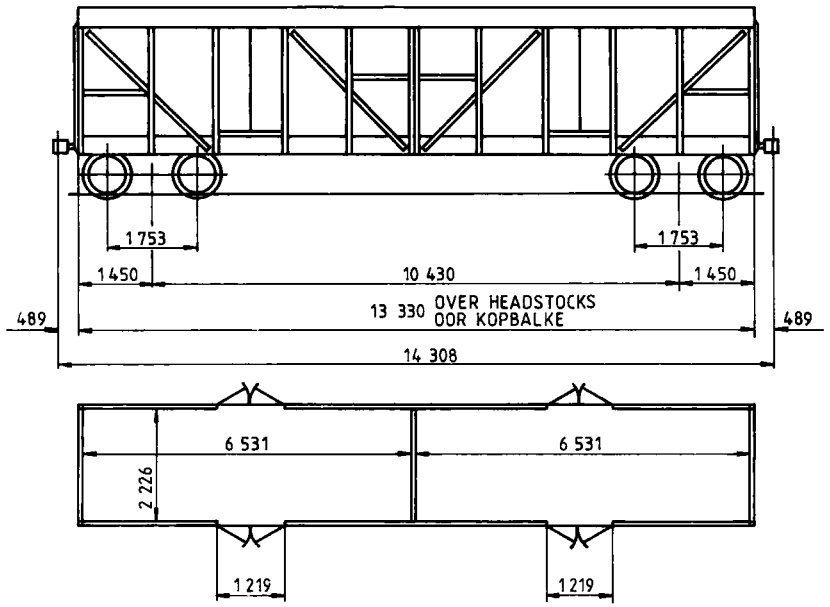
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 053 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | EXPLOSIVES / ONTPLOFBARE STOWWE |
| Converted for / Omskep vir | |

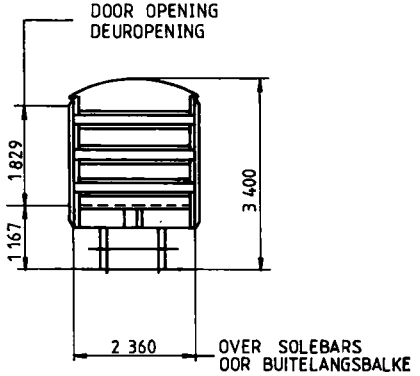
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 820 |
| Load kg / Vrag kg | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 23,82 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 40,49 |
| | |
| | |

QZJ - 1

203




Remarks :- MAX. LOAD HEIGHT 1 700 ABOVE FLOOR LEVEL
Opmerkings :- MAKS. LAAIHOOGTE BOKANT VLOERVLAK

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 19-012 209 / 19-013 280 | 1981 - 82 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W.001 / F031 | | |
| Bogie Type / Draaisteltipe | HS Mk VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 0 | | |
| Brake System / Remstelsel | V / R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 51,96 / 21,4 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SE / SAR / SAS | | |

| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 968 | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 60 000 | | |
| Originally designed for / Oorspronklik ontwerp vir | EXPLOSIVES / ONTPLOFBARE STOWWE | | |
| Converted for / Omskep vir | | | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

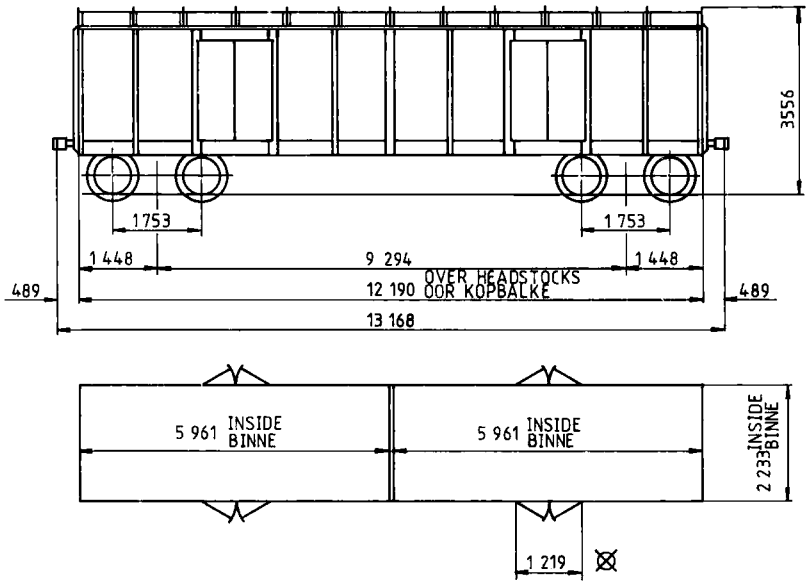
| | | | |
|---|---|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 000 | | |
| Load kg / Vrag | 30 000 | | |
| Load (Coal) kg / Vrag (Steenkool) | | | |
| Floor Area $m^2$ / Vloeroppervlakte | 29,07 | | |
| Capacity $m^3$ / Inhoudsvermoë | 49,42 | | |
| | | | |
| | | | |

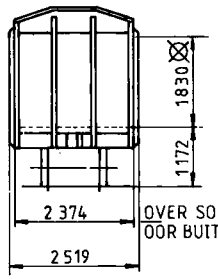
QZJ-3

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

204




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks : MAX. LOAD HEIGHT 1 700 ABOVE FLOOR LEVEL.
Opmerkings : MAKS. LAAIHOOGTE BOKANT VLOERVLAK.

⊠ DOOR OPENING
DEUROPENING

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 19-013 302 / 19-015 496 | 1971 - 74 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| GZ-10 | 1984 - 86 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 6040/12-000 CME 6057/12-000 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/0 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 55,7 / 23,1 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR-SAS | | |

| | |
|---|---|
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | LIVESTOCK VEE |
| Converted for / Omskep vir | EXPLOSIVES ONTPLOFBARE STOWWE |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

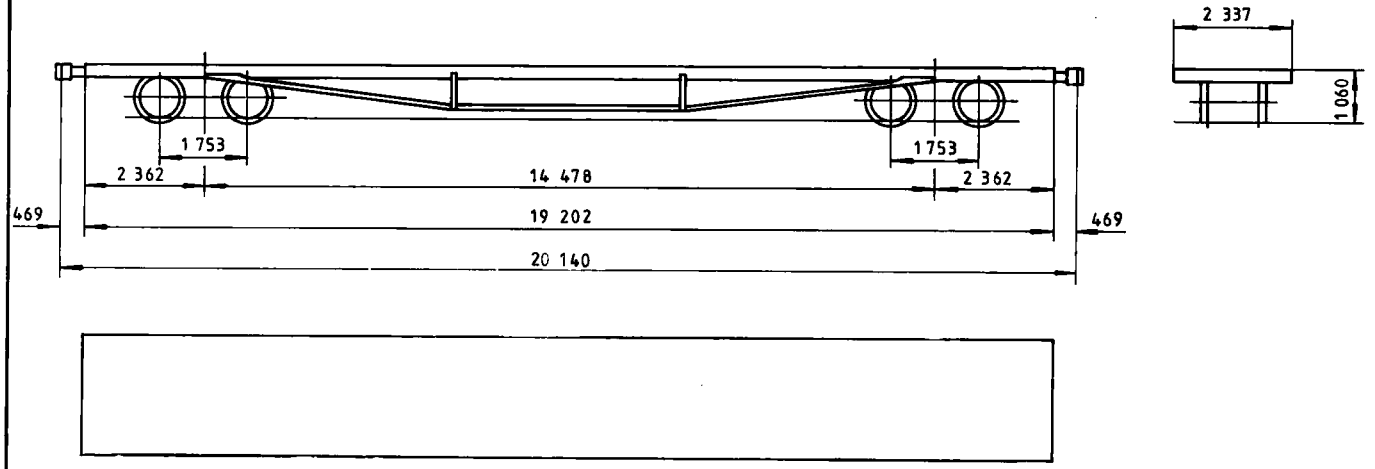
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 300 |
| Load kg / Vrag | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 26,62 |
| Capacity $m^3$ / Inhoudsvermoë | 45,2 |

QZJ-4

205

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller







Remarks / Opmerkings :- ✳1 DIAMOND FRAME / RUITRAAM
SARCAST
CANCAR

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W. 9846 | | |
| Bogie Type / Draaisteltipe | ✳1 | | |
| Bearing Size / Laergrootte | 11×5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 24 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65(50) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 105,6 / 31,2 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M/- | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 609 | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | | | | | | |
| Converted for / Omskep vir | | | | | | | |
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-011 000 / 17-011 124 | 1939 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

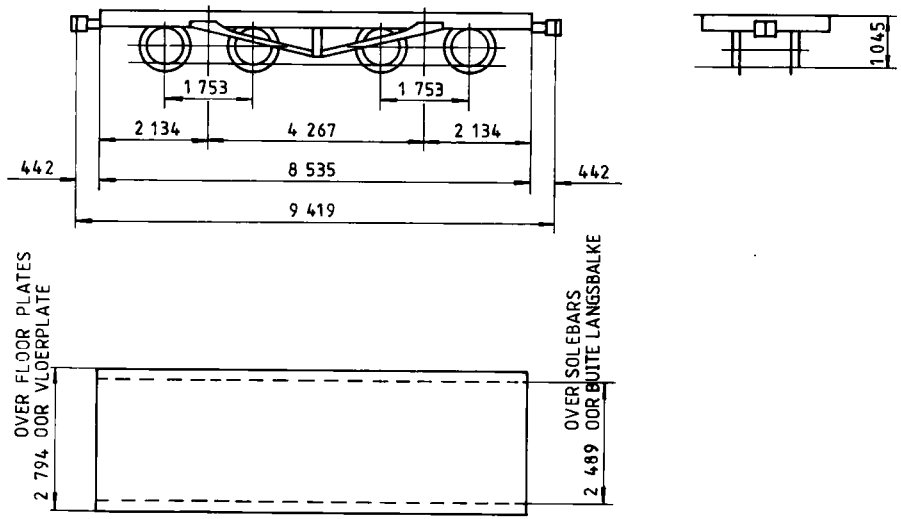
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 300 |
| Load kg / Vrag kg | 46 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 45 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

S-2

206

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
Dual Power - Automatic / Tweekrag - Outomaties
A
Slack Adjuster / Remversteller
R
Dual Power - Manually operated / Tweekrag - Handbediening
D
Vacuum / Vakuum
V
Air / Lug
L




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-012 368 | 1967 |
| 17-012 384 | 1967 |
| 17-012 546 | 1967 |
| 17-012 554 | 1967 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W.1/20071 |
| Bogie Type / Draaisteltipe | SARCAST |
| Bearing Size / Laergrootte | 11 × 5 1/2 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 1/21 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 94,5 / 26 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 609 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

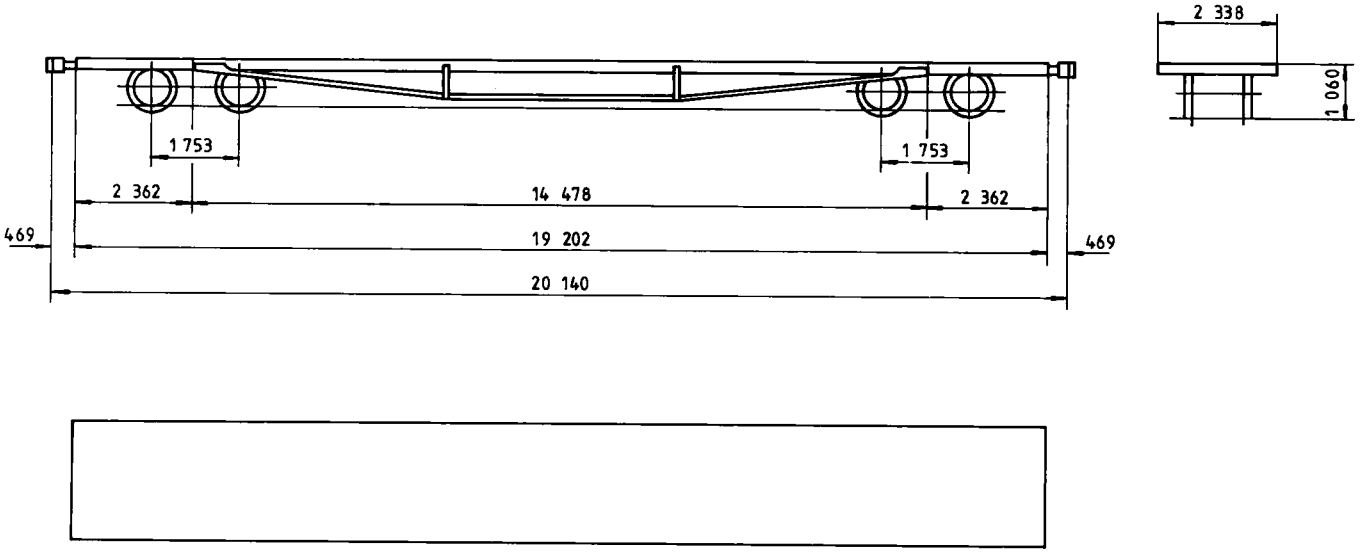
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 14 750 |
| Load kg / Vrag kg | 39 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 23,85 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

S-3

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks
Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001 / F028 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | V / R | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,5 / 23,2 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / - | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 676 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

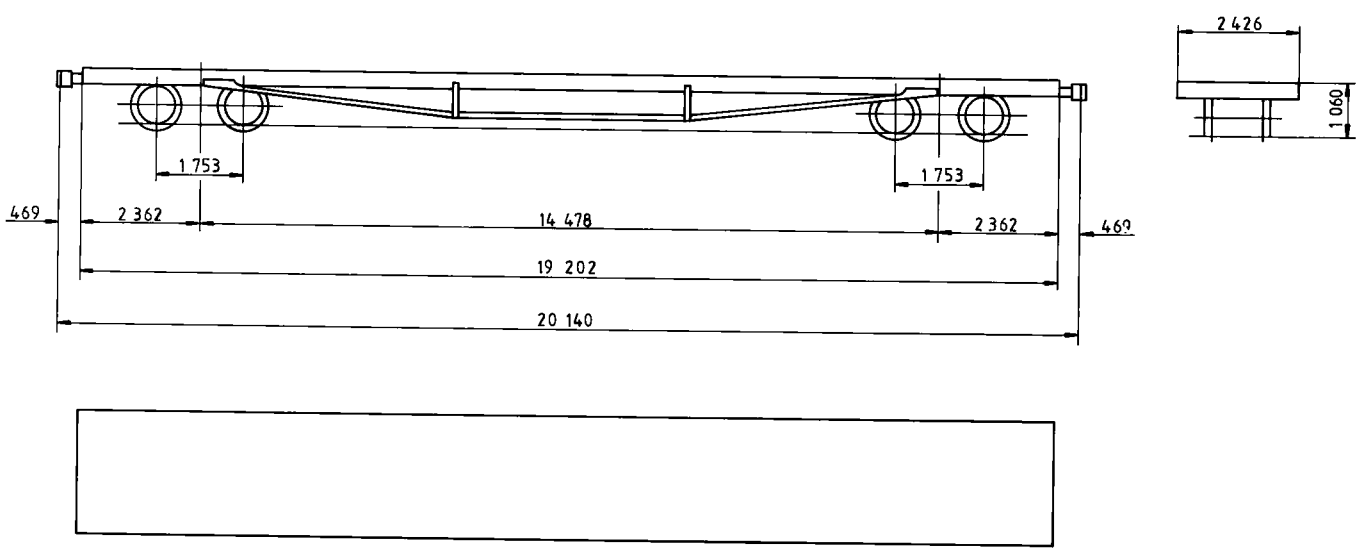
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-014 018 / 17-014 212 | 1980-81 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 800 |
| Load kg / Vrag kg | 54 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 44,9 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

S-4

208




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 122/12-A21 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 11 × 5½ | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65(50) | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 83,6/25,4 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 609 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-013 003 / 17-013 089 | 1959 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 100 |
| Load kg / Vrag kg | 46 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 46,6 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |
| | |
| | |

S-17

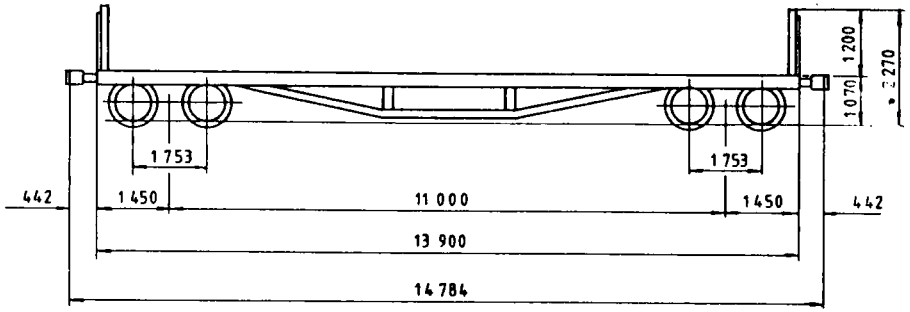
209

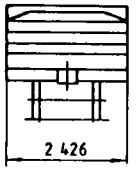
**Drawgear Equipment · Trekwerkuitrusting**

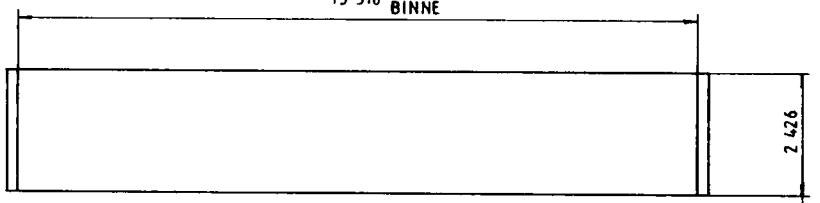
- KK Coupler hydraulic cushioning device / Koppelaar hidroulikse kussinginrigting
- SSC Centre sill hydraulic cushioning device / Middelbalk hidroulikse kussinginrigting

**Brake System · Remstelsel**

- V Vacuum / Vakuum
- L Air / Lug
- D Dual Power - Manually operated / Tweekrag - Handbediening
- A Dual Power-Automatic / Tweekrag-Outomaties
- R Slack Adjuster / Remverstelier




BETWEEN CORNER STACHIONS
TUSSEN HOEKSTANDERS

**Remarks**
**Opmerkings**

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | RS 481/12-920 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 97,8/24,3 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 754 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | CEMENT PALLETS / SEMENTPALLETTE |
| Converted for / Omskep vir | |

| Revision / Herslening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-801 117 | 1990 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| NPS-5 | 1990 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 850 |
| Load / Vrag kg | 54 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 32,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 39 |

**SB-1**

**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulikse kussingwerking

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulikse kussingwerking

**Brake System - Remstelsel**

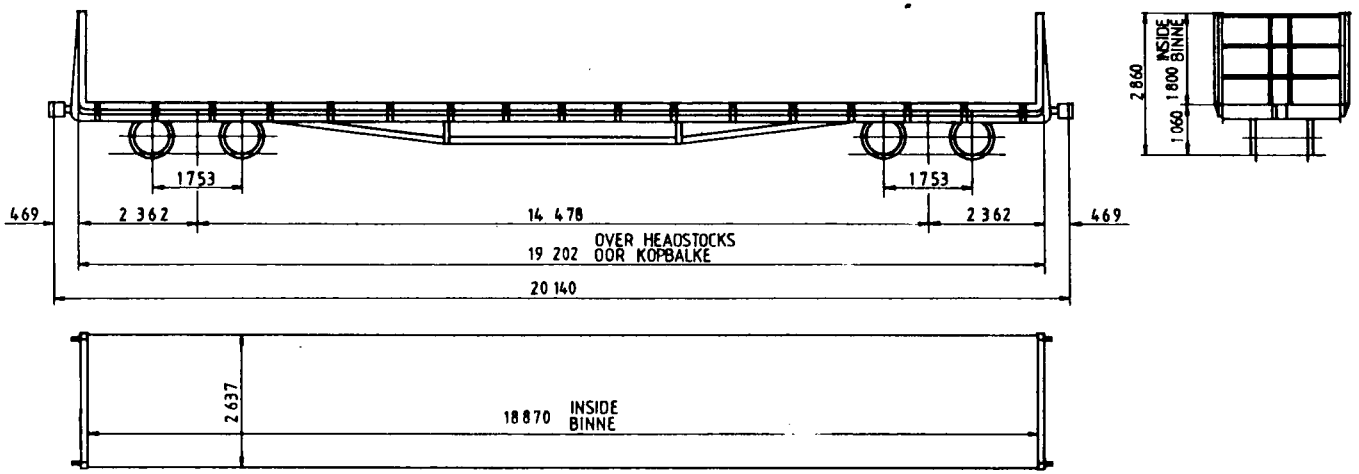
V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power-Automatic / Tweekrag-Outomaties

R Slack Adjuster / Remverstelier







Remarks
Opmerkings

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | RS A012_001_C99 | |
| Bogie Type / Draaistelitipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 | (L) — |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74 / 22 | (L) — |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - M / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | TIMBER AND PAPER / HOUT EN PAPIER |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-802 237 / 17-803 128 | 1969-70 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| NPS-1 (EX DA-1-5) | 1990 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 100 |
| Load kg / Vrag kg | 51 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 49,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SB -3

2 11

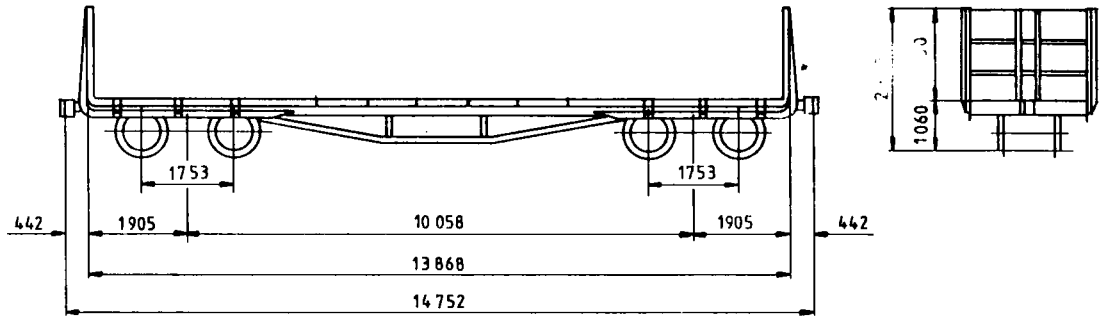
**Drawgear Equipment · Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

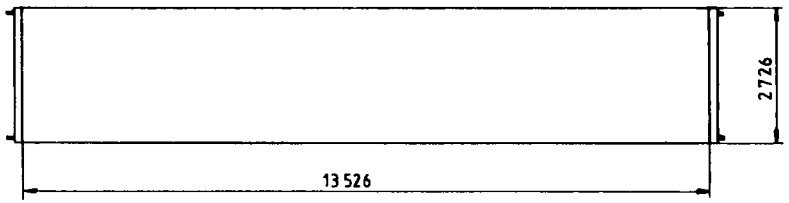
**Brake System · Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller










Remarks
Opmerkings

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-804 213 / 17-804 434 | 1936 - 1967 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| NPS-2 (EX DZ - 7) | 1991 |
| | |

| | | | | |
|---|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A048_001_C99 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | |
| Bearing Size / Laergrootte | C | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | |
| Brake System / Remstelsel | V | | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) | (L) | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,6/27 | (L) | Converted for / Omskep vir | TIMBER AND PAPER / HOUT EN PAPIER |
| Drawgear Equipment / Trekwerkuitrusting | AARM901 E | | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR / SAS | | Date / Datum | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 000 |
| Load kg / Vrag | 44 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 36,87 |
| Capacity $m^3$ / Inhoudsvermoë | |

SB-4

Dreggeer Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

V Vacuum
Vakuum

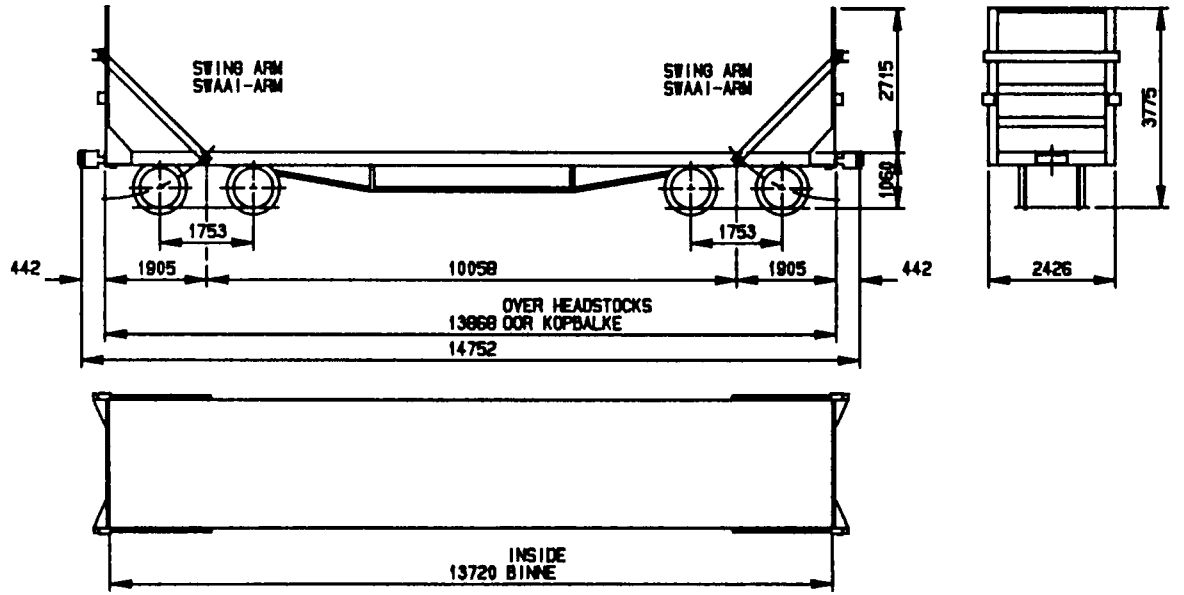
L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

Dual Power - Automatic
A Tweekrag - Outomaties

R Slack Adjuster
Remversteller

SPOORNET




Remarks
Opmerkings 1-

#1 FOR METHOD OF MODIFYING DZ-8 TO SB-8 WAGONS SEE DRG. NO. RS A189_001_C99
VIR METODE OM DZ-8 NA SB-8 TROKKE TE OMSKEP KYK TEK. NO. RS A189_001_C99

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 164/12-A21 #1 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draelstelltipe | SPOORBARBER | | |
| Bearing Size / Lagergrootte | C | | |
| Springs per Bogie / Vere per Draelstel — Outer / Buite | 10/2 | | |
| Springs per Bogie / Vere per Draelstel — Inner / Binne | | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 64 000 |
| Train Pipe / Treinpyp | (V) 65 | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Brake Pipe / Rempyp | | | |
| Brake Percentage — Empty / Leeg | (V) 91,1/25,8 | Converted for / Omskep vir | MINING TIMBER / MYNHOUT |
| Brake Percentage — Loaded / Met Vrag | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR SAS | Date / Datum | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-810 221 | 1971 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ/J-10 | 1993 |
| | |

| | | | |
|---|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 17750 | |
| Load / Vrag | | 44 000 | |
| Load (Coal) / Vrag (Steenkool) | kg | | |
| Floor Area / Vloeroppervlakte | $m^2$ | 33.28 | MAX. MAKS. |
| Capacity / Inhoudevermoe | $m^3$ | 90.63 | MAX. MAKS. |

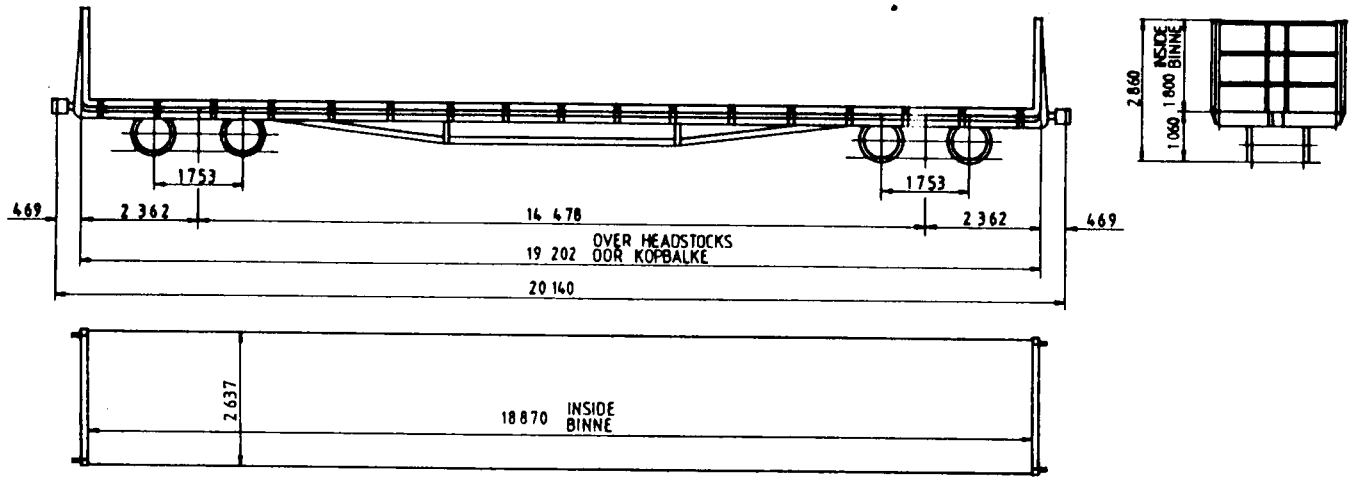
SB-8

SBLJ-10

Bjc

**Brake System - Remsisteel**
A Basil Power-Automatic
Tussenrug-Outomaties
Slack Adjuster
R Remverstelder
V Vacuum / Vakuum
L Air / Lug
Basil Power - Manually operated
Tussenrug - Handbediening

**Draagvar Equipment - Trekmiddelgoed**
KK Coupler hydraulic cushioning device
Koppelaar hidroulikse buisslagverrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidroulikse buisslagverrigting







Remarks
Opmerkings

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | RS A012_001_C99 | |
| Bogie Type / Draaistelitipe | SPOORBARBER | |
| Bearing Size / Lagergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 | |
| Brake System / Remsisteel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 | (L) — |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74/22 | (L) — |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - M / SAR SAS | |

| | | |
|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | |
| | | |
| | | |
| | | |
| | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | | |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | |
| Converted for / Omskep vir | TIMBER AND PAPER / HOUT EN PAPIER | |
| Revision / Herslening | | |
| Date / Datum | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-802 237 / 17-803 128 | 1969 - 70 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| SB - 3 | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 100 |
| Load kg / Vrag kg | 51 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 49,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

# SBJ-3

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

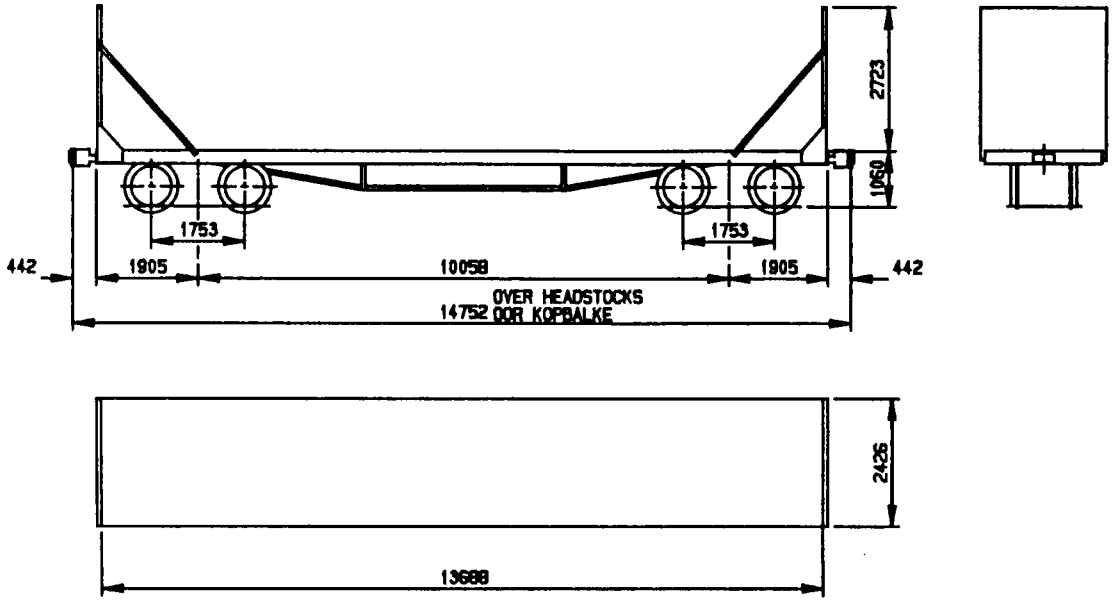
V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Raamversteller




Remarks / Opmerkings: 1- #1 W.t/10445
C.E. No.A/14697
C.E. No.A/14711
C.E. No.A/15458

#2 FOR METHOD OF MODIFYING DZ-8 TO SBJ-10 WAGONS SEE DRG. NO. RS A189_001_C99
VIR METODE OM DZ-8 NA SBJ-10 TROKKE TE OMSKEP KYK TEK. NO. RS A189_001_C99

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 102/12-834 #1 #2 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draaistoltipe | SPOORBARBER | | |
| Bearing Size / Leergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/2 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 60 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 91,1/25,8 | Converted for / Omskep vir | TIMBER / HOUT |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | Revision / Herziening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR SAS | Date / Datum | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-830 176/17-830 699 | 1971 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ/J-8 | 1993 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 19000 |
| Load / Vrag | | 48 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 34 MAX. / MAKS. |
| Capacity / Inhoudevermoe | $m^3$ | 91.6 MAX. / MAKS. |

# SBJ-10

**Drawgear Equipment - Trekwerkuitrusting**

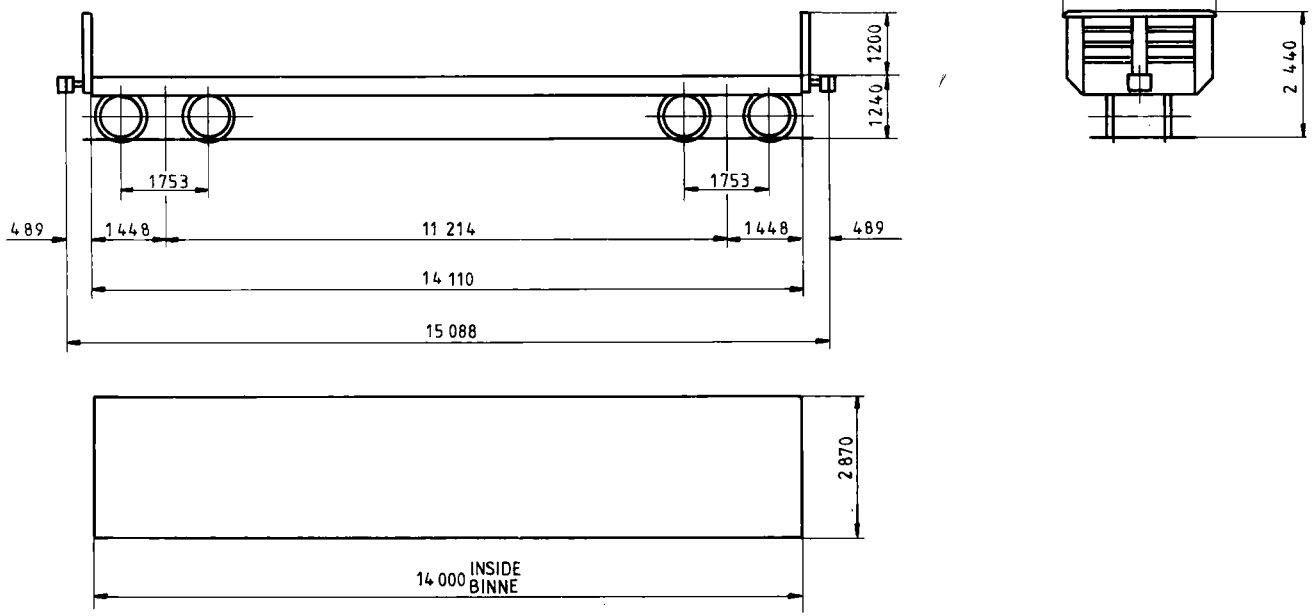
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

Dual Power-Automatic
A Tweekrag-Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks / Opmerkings *1 DOORS AND STANCHIONS REMOVED
DEURE EN STANDERS VERWYDER

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D 081 *1 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | L/VR | |
| Brake Cylinders / Remsilinders | (V) 2/21" | (L) 1/10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 76,6 / 20,1 | (L) 69,7 / 20,1 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | E / E | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 800 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | PULP AND NOVABOARD / PULP EN NOVABORD |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-801 125 / 17-801 834 | 1985 - 87 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DGLJ-1 | 1990 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 21 000 |
| Load kg / Vrag | 58 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 40,2 |
| Capacity $m^3$ / Inhoudsvermoë | |

# SBLJ-2

SPOORWEG

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

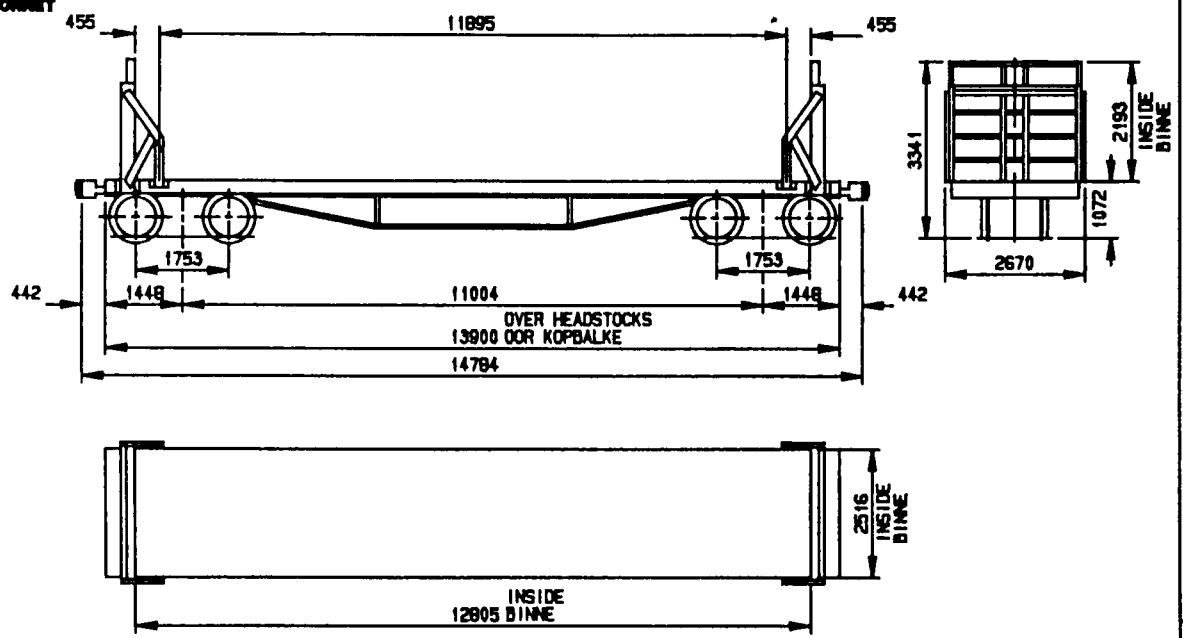
Dual Power - Automatic
A Tweekrag - Outomaties

Slack Adjuster
R Remverstéller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening




Remarks
Opmerkings 1-

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | W001/D029 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Tare (Average)<br>Tarra (Gemiddeld) kg | 19450 |
| Bogie Type<br>Draaistoltipe | SPOORBARBER | | | | Load<br>Vrag | 53000 |
| Bearing Size<br>Lagergrootte | D | | | | Load (Coal)<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area<br>Vloeroppervlakte $m^2$ | 32.2 |
| Brake System<br>Remstelsel | L/V/R | | | | Capacity<br>Inhoudevermoe $m^3$ | 70.6 |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | (L) 1/10x12 | Design Limit - Mass on Rail<br>Ontwerplimiet - Massa op Spoor kg | 74000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for<br>Oorspronklik ontwerp vir | TIMBER PROPS<br>HOUTSTUTTE | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 90,73/24,4<br>(L) 82,4/22,13 | | Converted for<br>Omskep vir | | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Herziening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/SAR<br>SAS | | Date<br>Datum | | | |

| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 17-815 207 - 17-824 001 | 1975-76 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| STLJ-3 | 1991-92 |
| | |

SBLJ-6

SPOORWEG

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device / Koppelaar Hidrouliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device / Middelbalk Hidrouliese Kussinginrigting

Brake System - Remstelsel

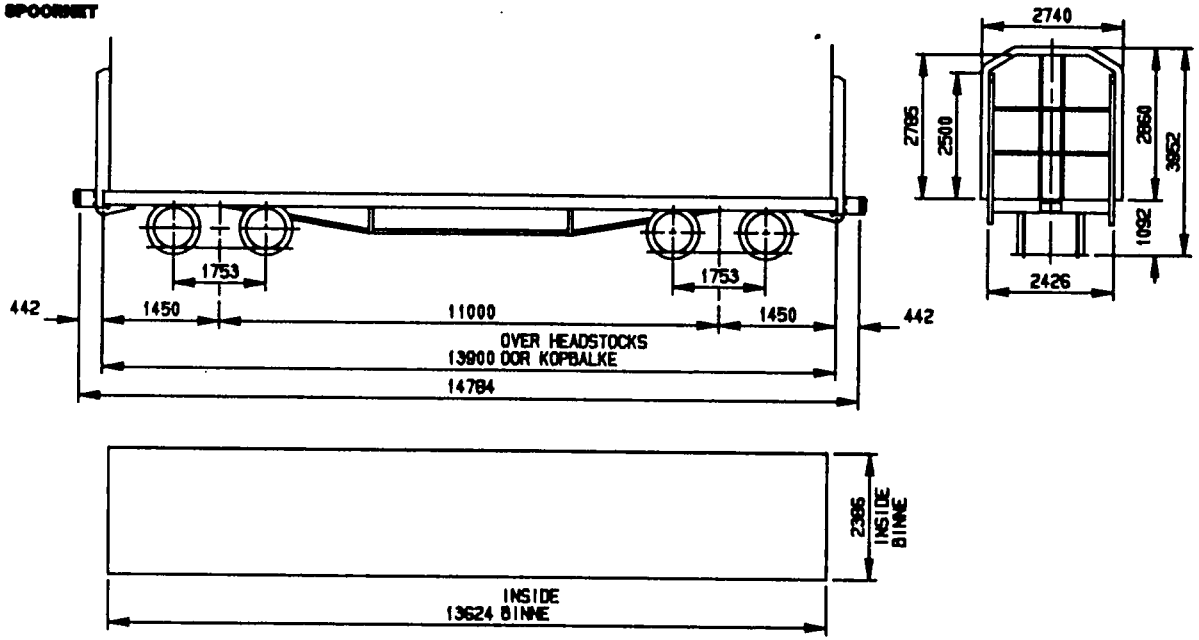
Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Ramverstoller

D Dual Power - Manually Operated / Tweekrag - Handbediening

V Vacuum / Vakuum

L Air / Lug




Remarks / Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 131/12-A49 | |
| Bogie Type / Draalstelltipe | SPOORBARBER | |
| Bearing Size / Lagergrootte | D | |
| Springs per Bogie Outer / inner / Vere per Draalstel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10x12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 80,8/22<br>(L) 74,2/20,2 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/ | SAR SAS |

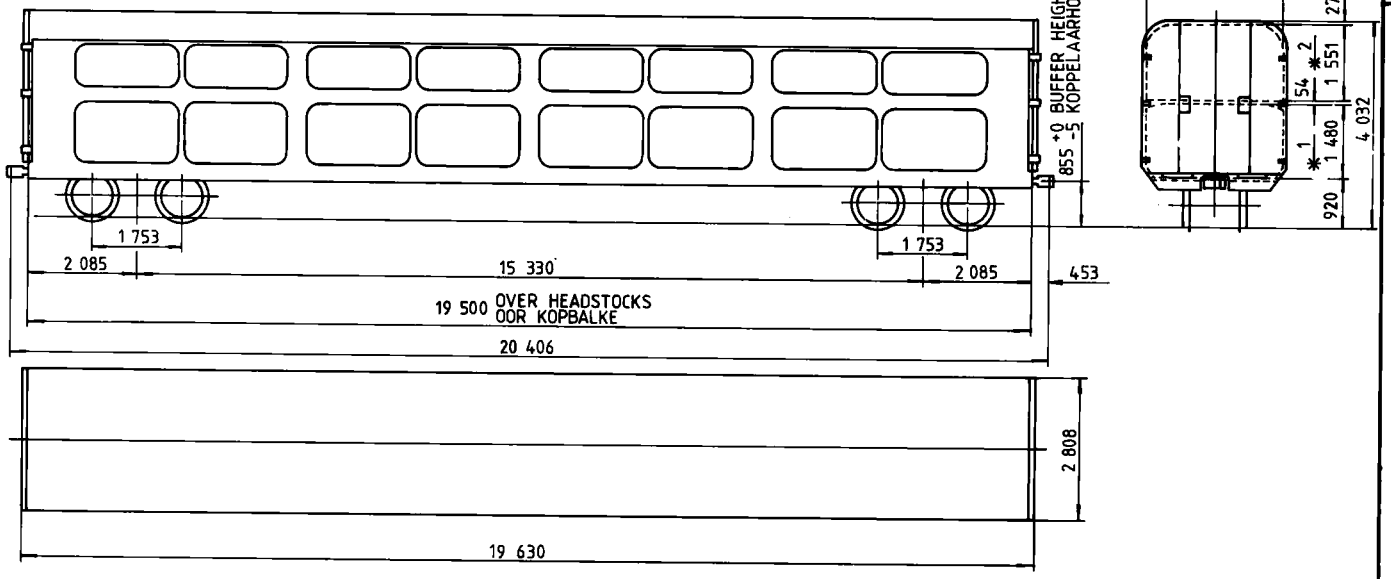
| | | | | | |
|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 74000 | | | | |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | | | |
| Converted for / Omskep vir | PAPER ROLLS / PAPIERROLLE | | | | |
| Revision / Hersiening | | | | | |
| Date / Datum | | | | | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-825 008 - 17-825 245 | 1974-75 |
| Converted from / Omskep van | Date / Datum |
| SPLJ-1 | 1991-92 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 19450 |
| Load / Vrag | | 52000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 32.5 |
| Capacity / Inhoudsvermoë | $m^3$ | 96.9 |

# SBLJ-7

214




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-
*1 MAX. CLEARANCE ; LOWER DECK / MAKS. VRYRUIMTE ; ONDERSTE LAAIVLAK
*2 MAX. CLEARANCE ; UPPER DECK / MAKS. VRYRUIMTE ; BOONSTE LAAIVLAK
*3 Ø 813 WHEEL: HS PROFILE / WIEL: HS PROFIEL
*4 MOTOR CAR WAGONS FOR TRANS-KAROO TRAIN / MOTORKARTROKKE VIR TRANS-KAROO TREIN

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 239/12-C99 | |
| Bogie Type / Draaisteltipe | HS Mk VII *3 | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8 / 0 | |
| Brake System / Remstelsel | V / R | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage / Rempersentasie Empty / Loaded / Leeg / Met Vrag | (V) 39,8/26,5 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | TWIN CUSHION, RUBBER / DUBBELKUSSING, RUBBER | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / LLOYD | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 46 000 |
| Originally designed for / Oorspronklik ontwerp vir | MOTOR CARS / MOTORKARRE |
| Converted for / Omskep vir | *4 |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 600 162 / 17 - 600 219 | 1978-1979 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| SCL-4 | 1983 |
| | |

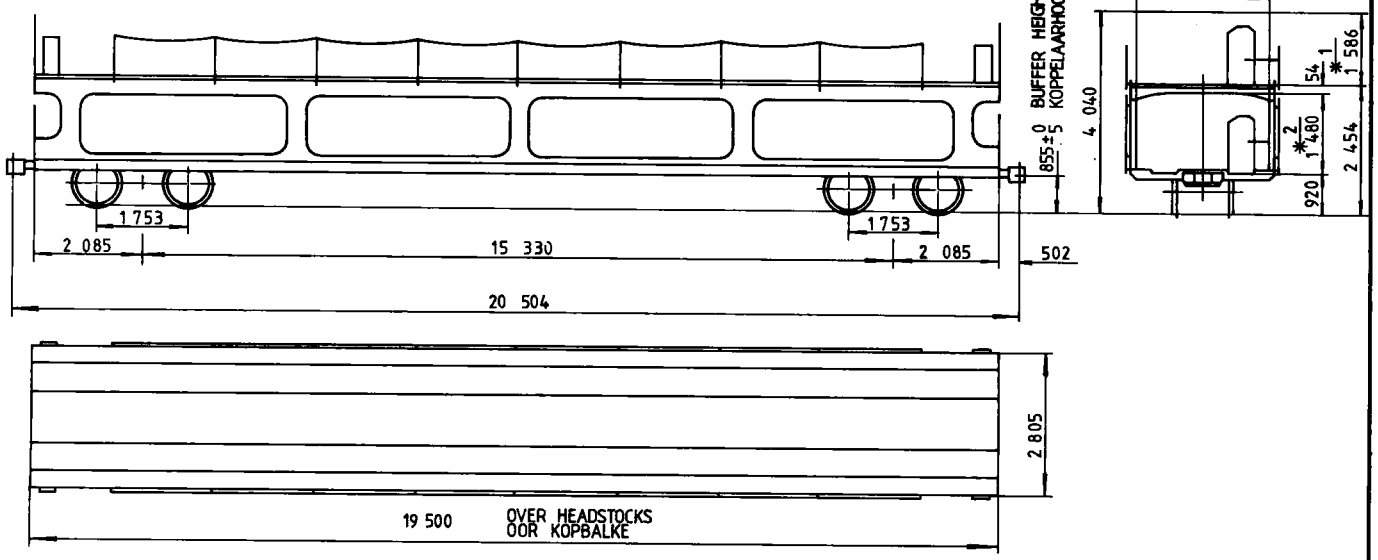
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 31 800 |
| Load kg / Vrag kg | 16 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SCJ-6

215

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks :- Opmerkings
*1 MAX. LOADING HEIGHT ; UPPER DECK
MAKS. LAAIHOOGTE ; BOONSTE LAAIVLAK
*2 MAX. CLEARANCE ; LOWER DECK
MAKS. VRYRUIMTE ; ONDERSTE LAAIVLAK
*3 Ø 813 WHEEL: HS PROFILE
WIEL: PROFIEL
*4 SEMI-PERMANENT COUPLERS
SEMI-PERMANENTE KOPPELAARS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | B 1890/240 | |
| Bogie Type / Draaisteltipe | HS Mk III *3 | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | |
| Brake System / Remstelsel | L/R | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 47,5/28,9 |
| Drawgear Equipment / Trekwerkuitrusting | TWIN CUSHION, RUBBER / DUBBELKUSSING, RUBBER | |
| Coupler / Yoke / Koppelaar / Juk | LLOYD *4 | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 129 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 46 000 |
| Originally designed for / Oorspronklik ontwerp vir | MOTOR CARS / MOTORKARRE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

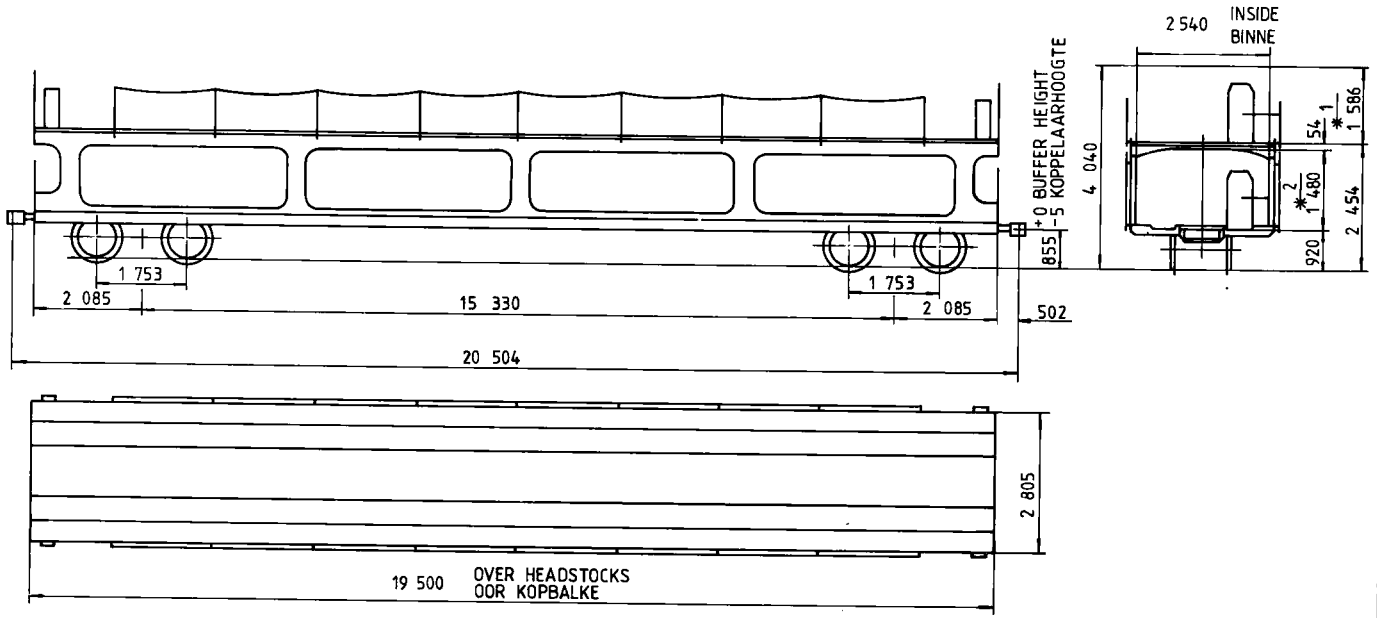
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 700 000 / 17 - 700 027 | 1972 |
| 17 - 700 043 / 17 - 700 094 | 1972 |
| 17 - 700 124 / 17 - 700 175 | 1972 |
| 17 - 700 191 / 17 - 700 345 | 1972 |
| 17 - 700 361 / 17 - 700 531 | 1972 |
| 17 - 700 566 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 25 090 |
| Load kg / Vrag kg | 16 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SCL-1

216




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
Dual Power - Automatic / Tweekrag - Outomaties
A Slack Adjuster / R Remversteller
V Vacuum / Vakuum
Air / L Lug
Dual Power - Manually operated / Tweekrag - Handbediening
D

Remarks / Opmerkings :-
*1 MAX. LOADING HEIGHT; UPPER DECK / MAKS. LAAIHOOGTE; BOONSTE LAAIVLAK
*2 MAX. CLEARANCE; LOWER DECK / MAKS. VRYRUIMTE; ONDERSTE LAAIVLAK
*3 Ø 813 WHEEL: HS PROFILE / WIEL: HS PROFIEL
*4 SEMI-PERMANENT COUPLERS / SEMI-PERMANENTE KOPPELAARS

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D039 | | |
| Bogie Type / Draaisteltipe | HS Mk III *3 | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | | |
| Brake System / Remstelsel | L/R | | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 47,5 \| 28,9 | |
| Drawgear Equipment / Trekwerkuitrusting | TWIN CUSHION, RUBBER / DUBBELKUSSING, RUBBER | | |
| Coupler / Yoke / Koppelaar / Juk | LLOYD *4 | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 129 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 46 000 |
| Originally designed for / Oorspronklik ontwerp vir | MOTOR CARS / MOTORKARRE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

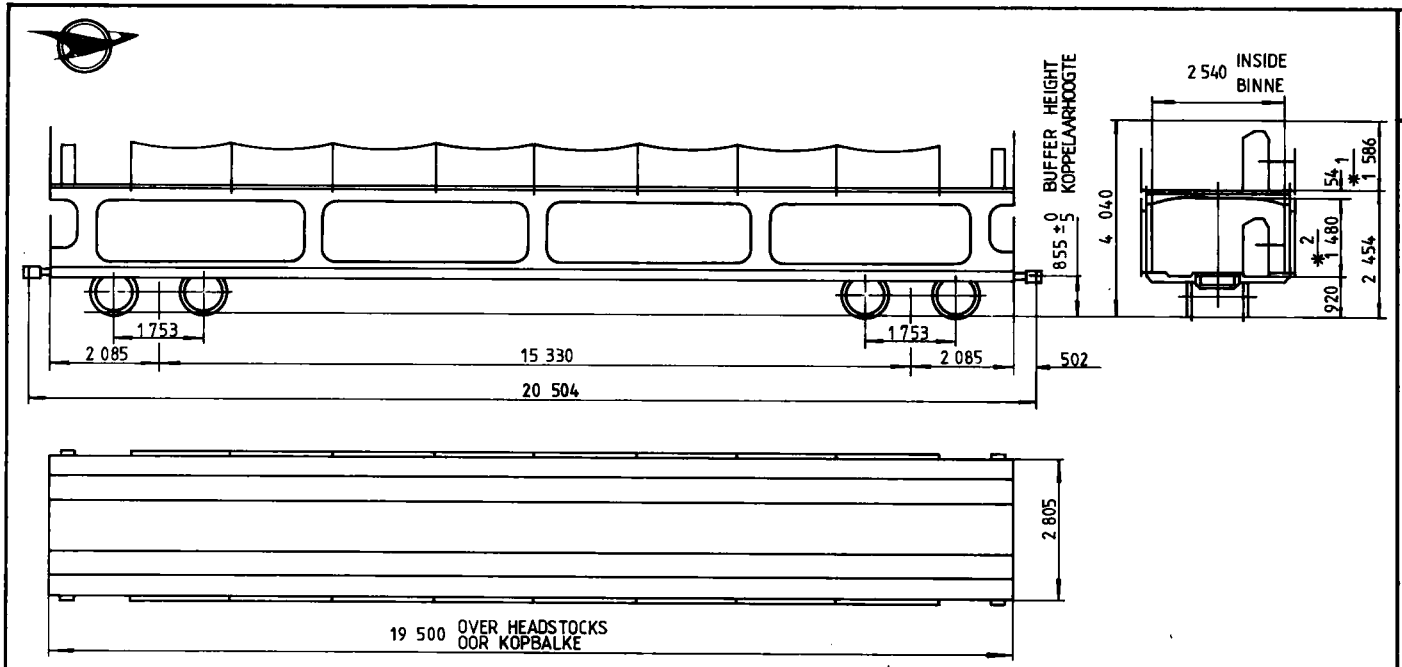
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-700 604 | 1973 |
| 17-700 779 | 1973 |
| 17-700 833 | 1974 |
| 17-700 906 | 1973 |
| 17-700 957 | 1973 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 25 090 |
| Load kg / Vrag kg | 16 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

# SCL-2

217




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
Slack Adjuster / Remversteller
R
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings:
*1 MAX. LOADING HEIGHT; UPPER DECK / MAKS. LAAIHOOGTE; BOONSTE LAAIVLAK
*2 MAX. CLEARANCE; LOWER DECK / MAKS. VRYRUIMTE; ONDERSTE LAAIVLAK
*3 Ø 813 WHEEL: HS PROFILE / WIEL: HS PROFIEL
*4 SEMI-PERMANT COUPLERS / SEMI-PERMANENTE KOPPELAARS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D055, W001/D079 | |
| Bogie Type / Draaisteltipe | HS Mk III, HS Mk VII *3 | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | |
| Brake System / Remstelsel | L/R | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 42,6 / 27 |
| Drawgear Equipment / Trekwerkuitrusting | TWIN CUSHION, RUBBER / DUBBELKUSSING, RUBBER | |
| Coupler / Yoke / Koppelaar / Juk | LLOYD *4 | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 131 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 46 000 |
| Originally designed for / Oorspronklik ontwerp vir | MOTOR CARS / MOTORKARRE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 701 147 / 17 - 702 275 | 1978 - 79 |
| 17 - 702 313 / 17 - 703 417 | 1983 |

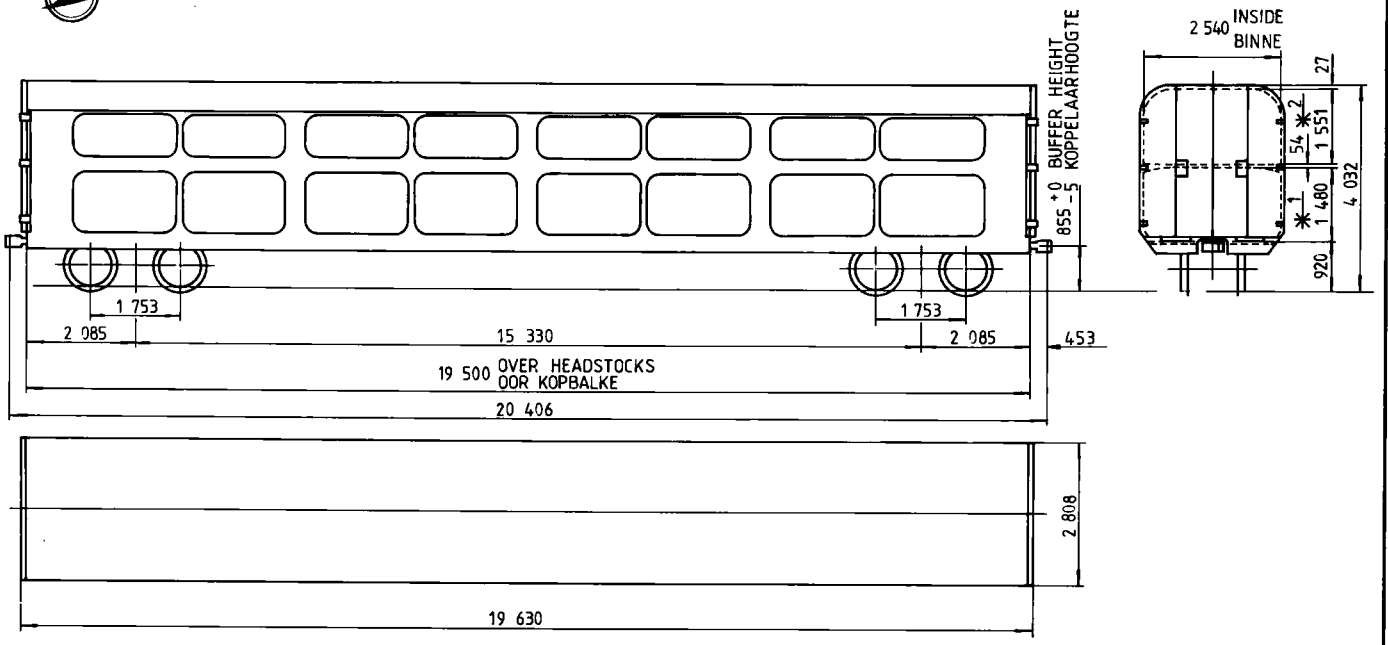
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | |
|---|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 27 890 |
| Load kg / Vrag | 16 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | |
| Capacity $m^3$ / Inhoudsvermoë | |

# SCL-4

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening







Remarks / Opmerkings :-

*1 MAX. CLEARANCE ; LOWER DECK / MAKS. VRYRUIMTE ; ONDERSTE LAAIVLAK
*2 MAX. CLEARANCE ; UPPER DECK / MAKS. VRYRUIMTE ; BOONSTE LAAIVLAK
*3 Ø 813 WHEEL: HS PROFILE / WIEL: HS PROFIEL
*4 MOTOR CAR WAGONS FOR BLUE TRAIN / MOTORKARTROKKE VIR BLOUTREIN
*5 VACUUM THROUGH PIPE / VAKUUM-DEURPYP
*6 Ø 32 BRAKE PIPE AND Ø 32 FEED PIPE / REMPYP EN TOEVOERPYP

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 702 283 / 17 - 702 305 | 1978-1979 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| SCL-4 | 1982 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 239/12-C99 | | |
| Bogie Type / Draaisteltipe | HS Mk VII *3 | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | | |
| Brake System / Remstelsel | L/R | | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10 x 12 | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 *5 | (L) *6 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 37,9 / 25,1 | |
| Drawgear Equipment / Trekwerkuitrusting | TWIN CUSHION, RUBBER / DUBBELKUSSING, RUBBER | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-M / LLOYD | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 46 000 |
| Originally designed for / Oorspronklik ontwerp vir | MOTOR CARS / MOTORKARRE |
| Converted for / Omskep vir | *4 |

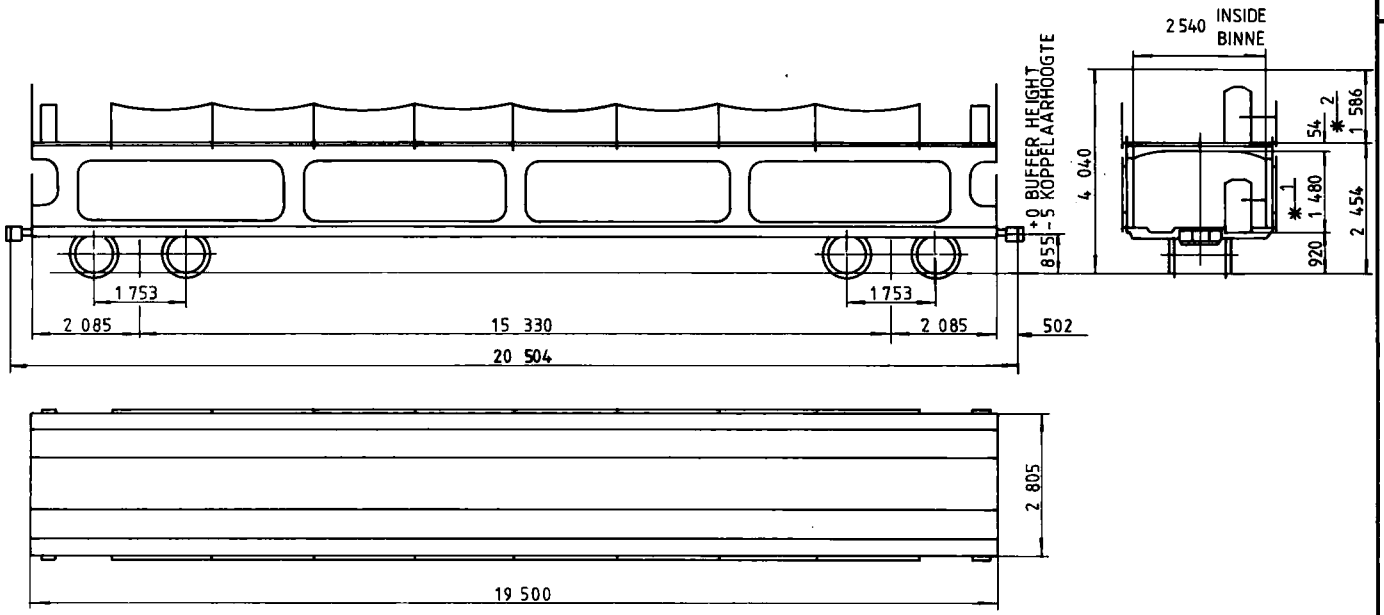
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 31 358 |
| Load kg / Vrag kg | 16 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

# SCL-5

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks :- Opmerkings
* 1 MAX. CLEARANCE ; LOWER DECK / MAKS. VRYRUIMTE ; ONDERSTE LAAIVLAK
* 2 MAX. LOADING HEIGHT ; UPPER DECK / MAKS. LAAIHOOGTE ; BOONSTE LAAIVLAK
* 3 Ø 813 WHEEL : WIEL: HS PROFILE / PROFIEL
* 4 SEMI-PERMANENT COUPLERS / SEMI-PERMANENTE KOPPELAARS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | B 1890/240 | |
| Bogie Type / Draaisteltipe | HS Mk III * 3 | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | |
| Brake System / Remstelsel | V/L/R | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 50,1/30,7 | (L) 47 / 28,8 |
| Drawgear Equipment / Trekwerkuitrusting | TWIN CUSHION, RUBBER / DUBBELKUSSING, RUBBER | |
| Coupler / Yoke / Koppelaar / Juk | LLOYD * 4 | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 129 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 46 000 |
| Originally designed for / Oorspronklik ontwerp vir | MOTOR CARS / MOTORKARRE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

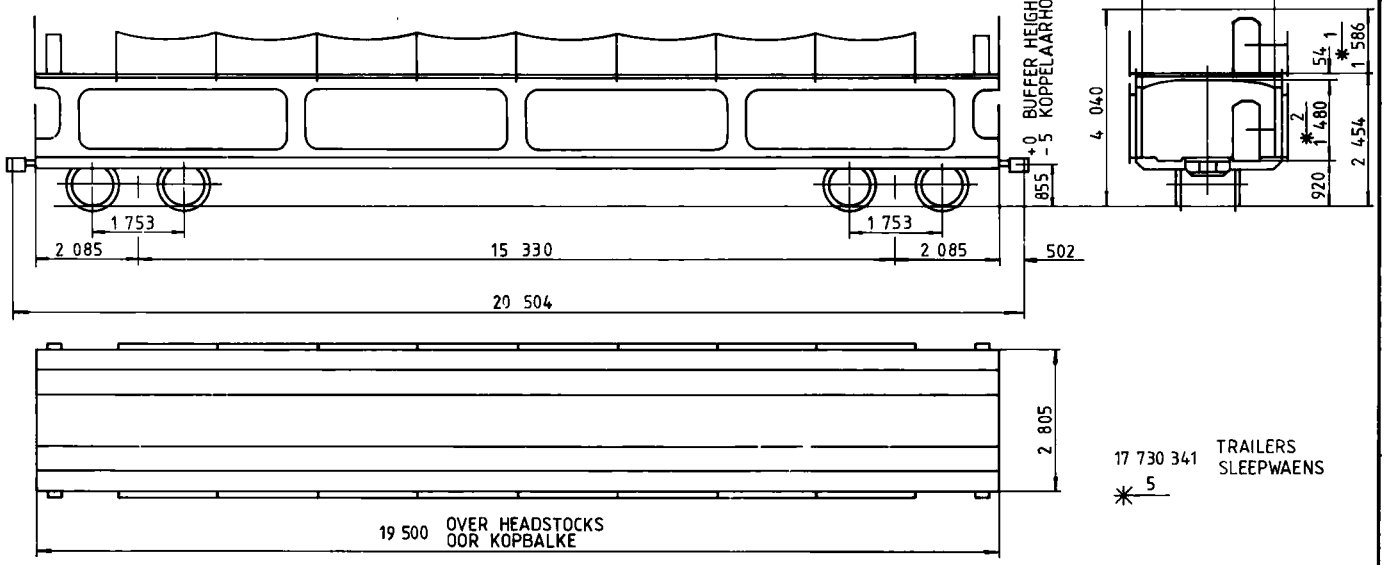
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 730 007 / 17 - 730 066 | 1972 |
| 17 - 730 074 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| SCL-1 | 1974 |
| SCL-1 | 1986 |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 25 320 |
| Load kg / Vrag kg | 16 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

# SCLV-1

220




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
Slack Adjuster
R Remversteller

V Vacuum
Vakuum
Air
L Lug
Dual Power - Manually operated
D Tweekrag - Handbediening

Remarks :-
Opmerkings
*1 MAX. LOADING HEIGHT; UPPER DECK
MAKS. LAAIHOOGTE; BOONSTE LAAIVLAK
*2 MAX. CLEARANCE; LOWER DECK
MAKS. VRYRUIMTE; ONDERSTE LAAIVLAK
*3 Ø 813 WHEEL: HS PROFILE
WIEL: PROFIEL
*4 SEMI-PERMANENT COUPLERS
SEMI-PERMANENTE KOPPELAARS
*5 BOTH ENDS FITTED WITH SASKOP-M COUPLERS
ALBEI ENTE GEPAS MET KOPPELAARS

| | | | | |
|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D039 | | | |
| Bogie Type / Draaisteltipe | HS Mk III *3 | | | |
| Bearing Size / Laergrootte | D | | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | | | |
| Brake System / Remstelsel | V/L/R | | | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) 1/10×12 | | |
| Train Pipe / Treinpyp; Brake Pipe / Rempyp | (V) 65 | (L) 32 | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 50,1 / 30,7 | (L) 47 / 28,8 | | |
| Drawgear Equipment / Trekwerkuitrusting | TWIN CUSHION, RUBBER / DUBBELKUSSING, RUBBER | | | |
| Coupler / Yoke / Koppelaar / Juk | LLOYD *4 *5 | | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 129 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 46 000 |
| Originally designed for / Oorspronklik ontwerp vir | MOTOR CARS / MOTORKARRE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 730 082 / 17 - 730 325 | 1973-1974 |
| 17 - 730 333 / 17 - 730 643 | 1973-1974 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| SCL - 2 | 1974 |
| SCL - 2 | 1986 |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 25 320 |
| Load kg / Vrag kg | 16 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SCLV-2

221

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidroulliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulliese kussinginrigting

Brake System - Remstelsel

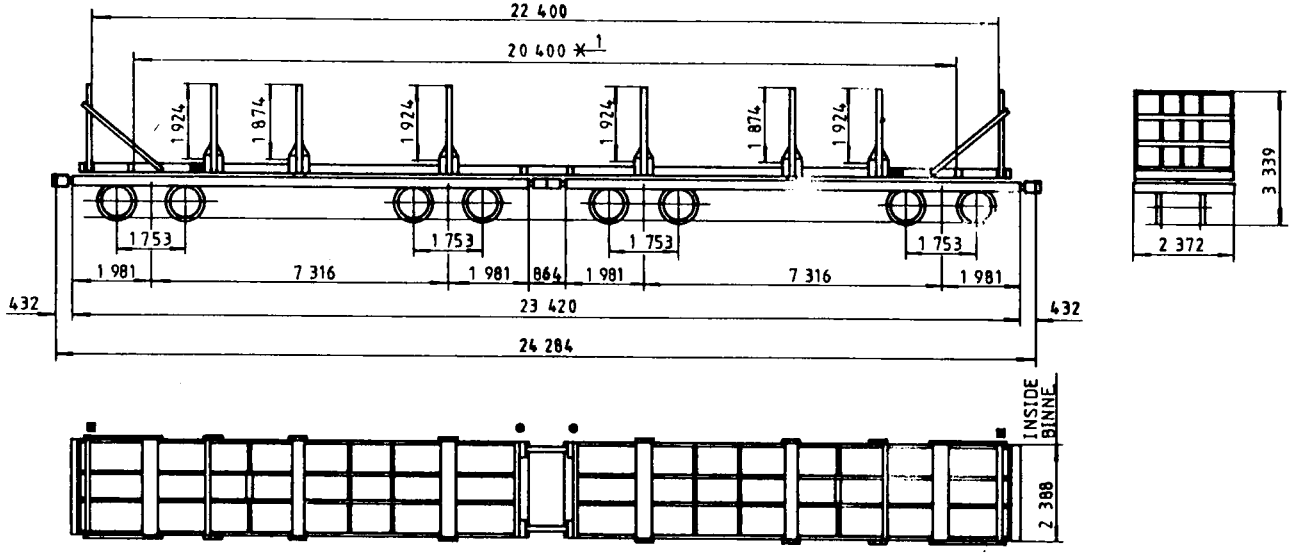
V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




Remarks / Opmerkings :- *1 ALTERNATIVE POSITION FOR ENDS / ALTERNATIEWE POSISIE VIR ENTE

2 WAGONS PER SET / TROKKE PER STEL

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 173/12 - A21 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 10×5 | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders Per Set / Remsilinders Per Stel | (V) 4/18 | (L) — |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 76,6/30,4 | (L) — |
| Drawgear Equipment / Trekwerkuitrusting | ■AAR M901 E& ● SOLID SOLIED | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 826 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 100 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | CONVEYANCE OF PROFILE STEEL / VERVOER VAN PROFIELSTAAL |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-850 002 / 17-851 637 | 1962 - 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| B-2 | 1980 - 1981 |
| | |

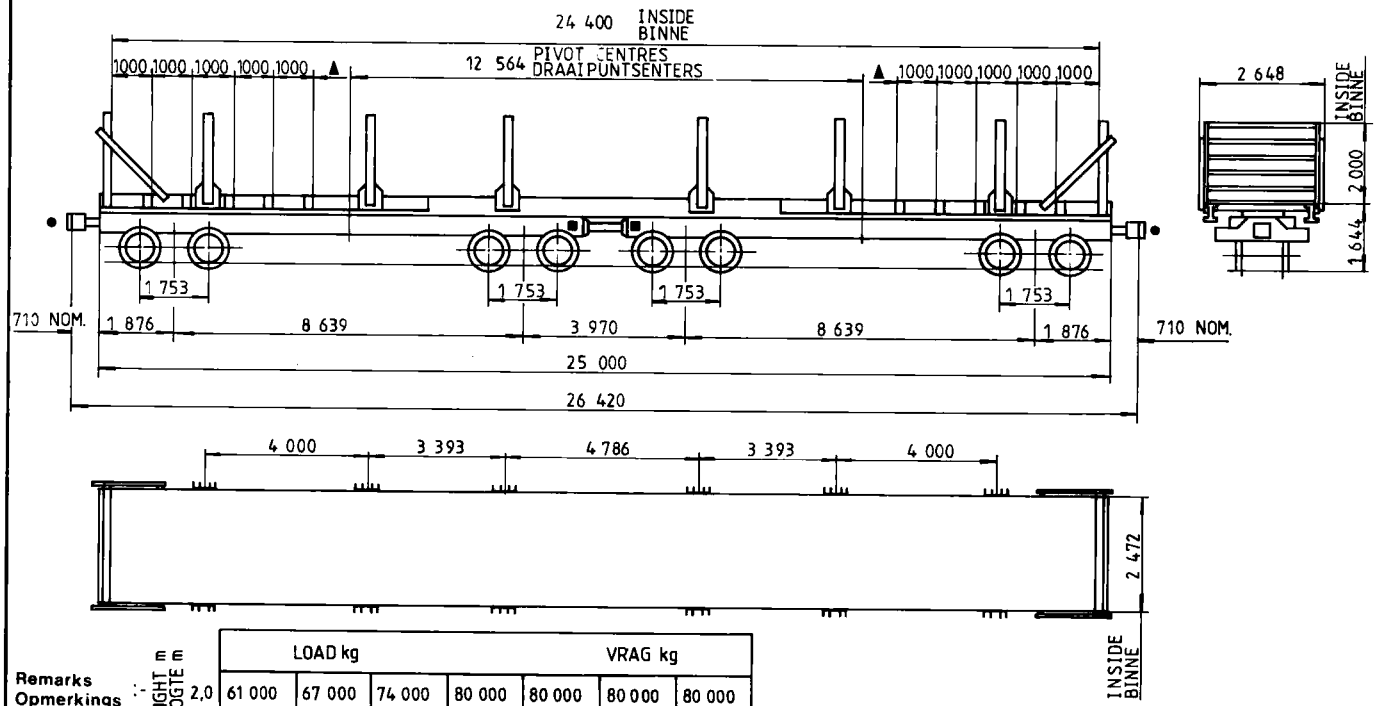
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 39 400 |
| Load kg Per Set / Vrag kg Per Stel | 60 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 53,5 / *1 48,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 100,3 / *1 91,4 |
| | |
| | |

SF-1

222

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

| LOAD HIGHT / VRAGHOOGTE mm | LOAD kg / VRAG kg | | | | | | |
|---|---|---|---|---|---|---|---|
| 2,0 | 61 000 | 67 000 | 74 000 | 80 000 | 80 000 | 80 000 | 80 000 |
| 1,75 | 61 000 | 67 000 | 74 000 | 83 000 | 95 000 | 95 000 | 95 000 |
| 1,6 | 61 000 | 67 000 | 74 000 | 83 000 | 95 000 | 110 000 | 112 000 |
| LOAD LENGTH m / VRAGLENGTE m | 14 | 15 | 16 | 17 | 18 | 19 | 20-24 |

✳ 1

▲ ALTERNATIVE POSITIONS FOR ENDS / ALTERNATIEWE POSISIES VIR ENTE
● "FREIGHT MASTER" (381 TRAVEL / SLAG)

| | |
|---|---|
| Drawing Number / Tekeningnommer | W 001/DO 83 |
| Bogie Type / Draaisteltipe | H.S. MK. VII |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2/21 (L) — |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,46/22,01 (L) — |
| Drawgear Equipment / Trekwerkuitrusting | ● KK / ■ SOLID SOLIED |
| Coupler / Yoke / Koppelaar / Juk | E/- |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 921 |
| ✳ 1 Centre of Gravity (Full) / Swaartepunt (Vol) | 2 m |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 160 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONVEYANCE OF STEEL / VERVOER VAN STAAL |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-851 718 / 17-852 250 | 1985 |

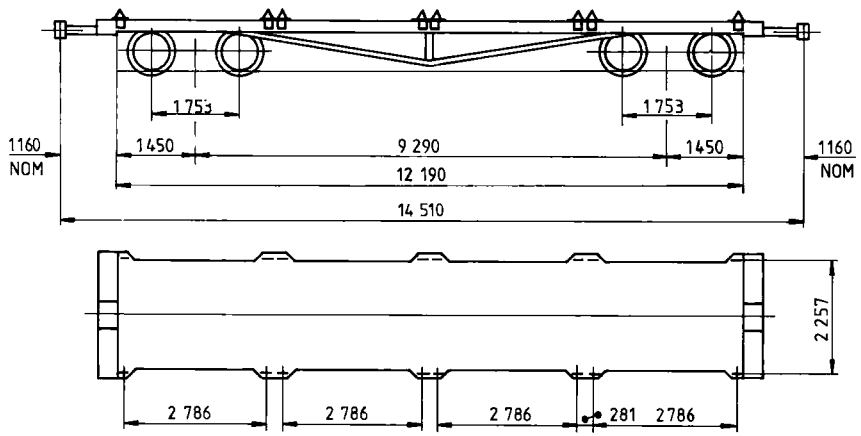
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

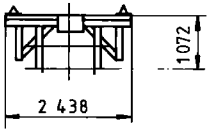
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 47 300 |
| Load kg / Vrag | 112 700 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 60,3 |
| Capacity $m^3$ / Inhoudsvermoë | 120,6 |

# SFJ-2

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag-Handbediening




Remarks / Opmerkings: ● "FREIGHT MASTER" ( 381 TRAVEL / SLAG )

RETRACTABLE TWISTLOCKS
INTREKDRAAIGRENDELS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-500 018/23-500 883 | 1971-72 |
| 23-500 905/23-504 390 | 1971-72 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| SHD-2 | 1981 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/D012 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 09,8/18,5 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | ● KK | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S/— | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 675 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 64 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC / HOUERVERKEER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

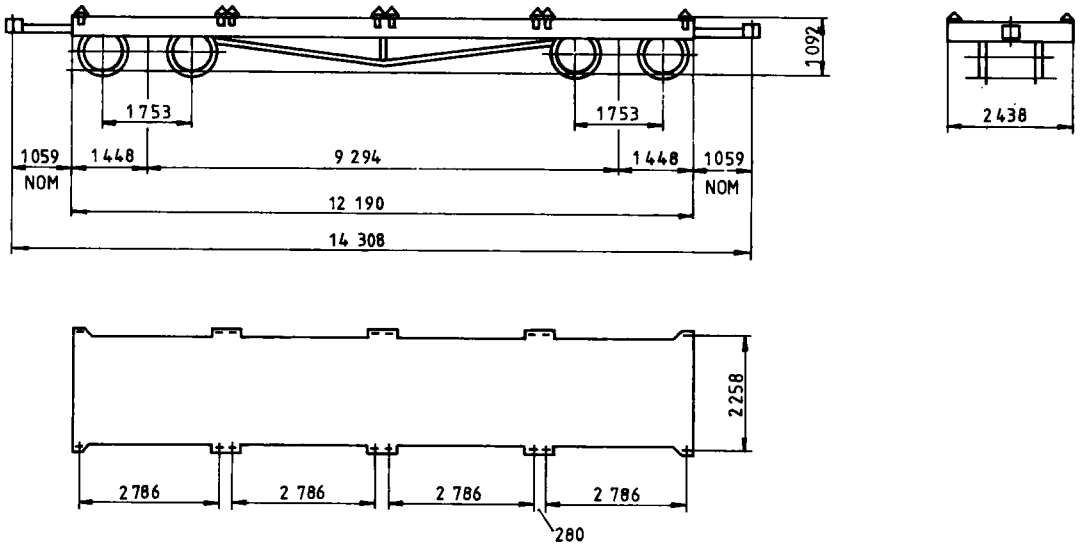
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 300 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | 27,5 |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

# SHJ-2

229

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
A Dual Power - Automatic / Tweekrag - Outomaties
L Air / Lug
R Slack Adjuster / Remversteller
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks :- RETRACTABLE TWISTLOCKS
Opmerkings INTREKDRAAIGRENDELS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-504 404 / 23-505 761 | 1975 |
| 23-505 788 / 23-510 161 | 1976-77 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| SHD - 4 | 1984 |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / F017 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | C | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 6 | | |
| Brake System / Remstelsel | V / R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) — | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 73,3 / 20,1 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE"SCC 508 TRAVEL SLAG | | |
| Coupler / Yoke / Koppelaar / Juk | E / - | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 868 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 64 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC / HOUERVERKEER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

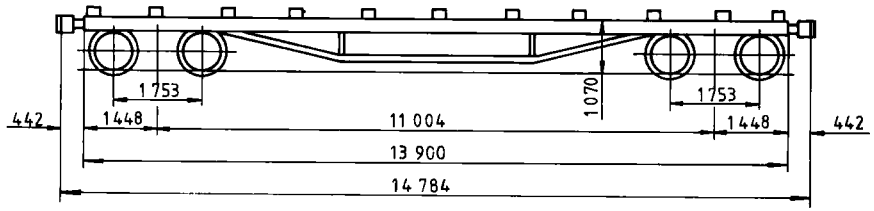
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 18 180 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë | |

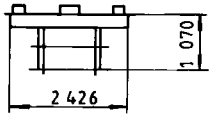
# SHJ - 4

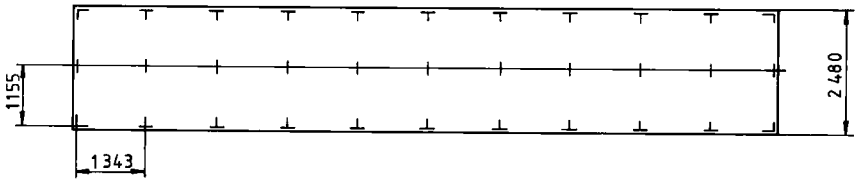
230

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remverstelle
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :- WAGONS ALLOCATED TO TROKKE TOEGEKEN AAN AFROX

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23 033 126<br>23 033 134<br>23 033 142<br>23 033 169 | 1975 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ/DZA-10; DJ-2 | 1982 |
| DA | 1988 |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 50[illegible] |
| Load kg / Vrag kg | 55 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 5852/12-000 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 100 / 242 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

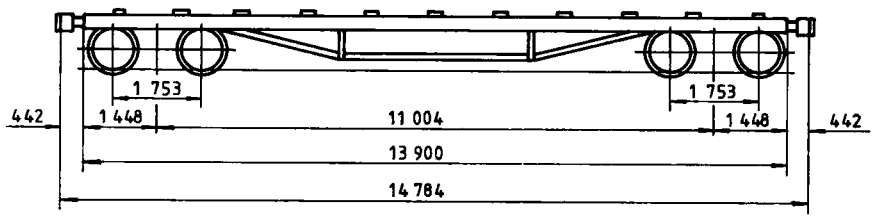
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 764 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor kg | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | "FLO-BINS" |

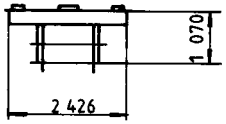
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

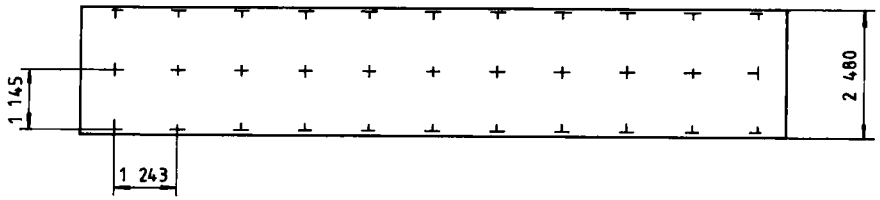
# SHJ-6

SHEET 1 OF 2 SHEETS
VEL 1 VAN 2 VELLE

231




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :- WAGONS ALLOCATED TO TROKKE TOEGEKEN AAN LIQUID AIR.

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| *23-033 177 | 1975 |
| 23-033 185 | 1975 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| *DJ - 3 | 1984 |
| DJ - 3 | 1985 |

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 379 / 12 - C 99 |
| Bogie Type / Draaisteltipe | SPOORBARBER |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 |
| Brake System / Remstelsel | V/R |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 99,7 / 24 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 764 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | "FLO-BINS" |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

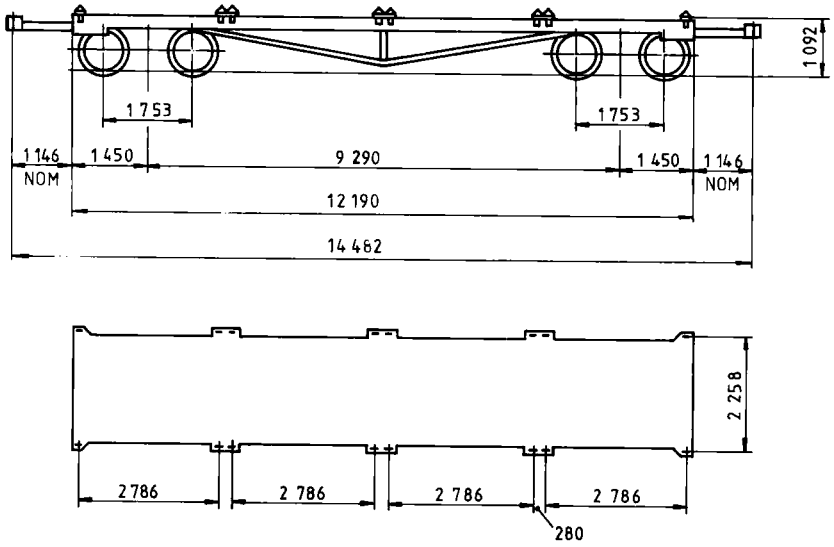
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 500 |
| Load kg / Vrag kg | 55 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area / Vloeroppervlakte $m^2$ | |
| Capacity / Inhoudsvermoë $m^3$ | |

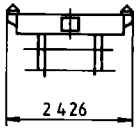
# SHJ - 6

SHEET 2 OF 2 SHEETS
VEL 2 VAN 2 VELLE

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R - Slack Adjuster / Remversteller




x1 x3
x2 x4

Remarks / Opmerkings: RETRACTABLE TWISTLOCKS / INTREKDRAAIGRENDELS
RECODED FROM / HERKODEER VAN SHD -7

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-510 188 / 23-511 273 | 1977 |
| 23-511 281 / 23-512 776 | 1977-78 |
| 23-512 792 / 23-512 970 | 1977-78 |
| 23-512 784 | |
| 23-512 989 / 23-514 574 | 1977-78 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D049 | | |
| Bogie Type / Draaisteltipe | x3 SPOORBARBER "HYBRID" / x4 H.S. Mk III | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/ /R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 . | (L) — | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 80,0/21,8 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | x1 "PULLMAN" SSC 508 TRAVEL SLAG / x2 "KEYSTONE" | | |
| Coupler / Yoke / Koppelaar / Juk | E / - | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 657 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC / HOUERVERKEER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

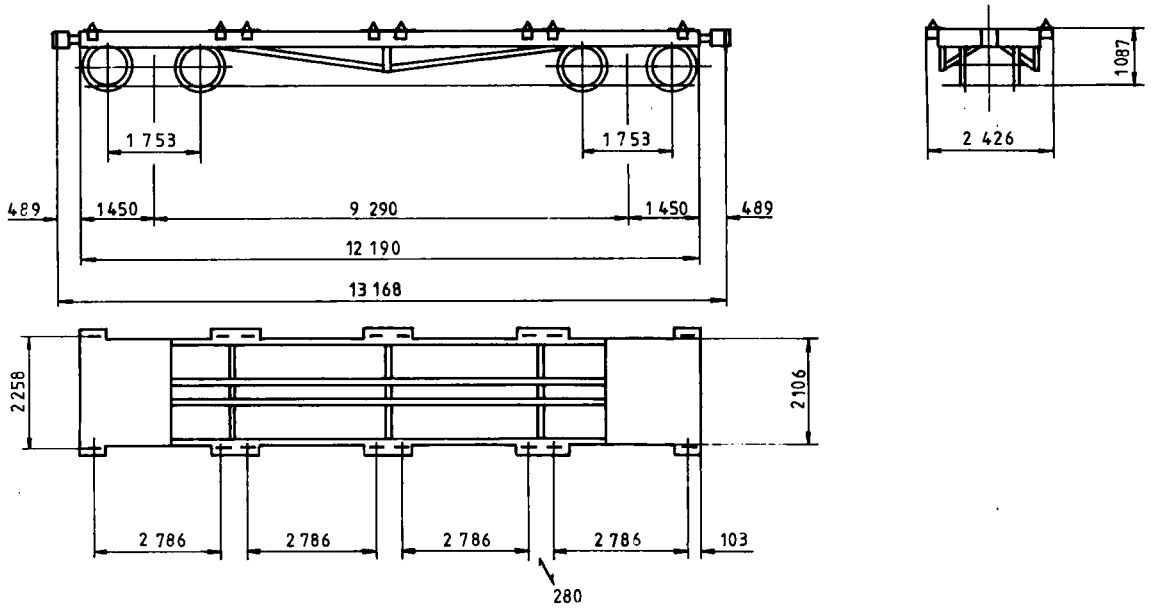
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 000 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SHJ-7

233

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings: RETRACTABLE TWISTLOCKS / INTREKDRAAIGRENDELS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-250 003 / 23-261 552<br>23-261 560 / 23-267 593 | 1976-77<br>1979-80 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

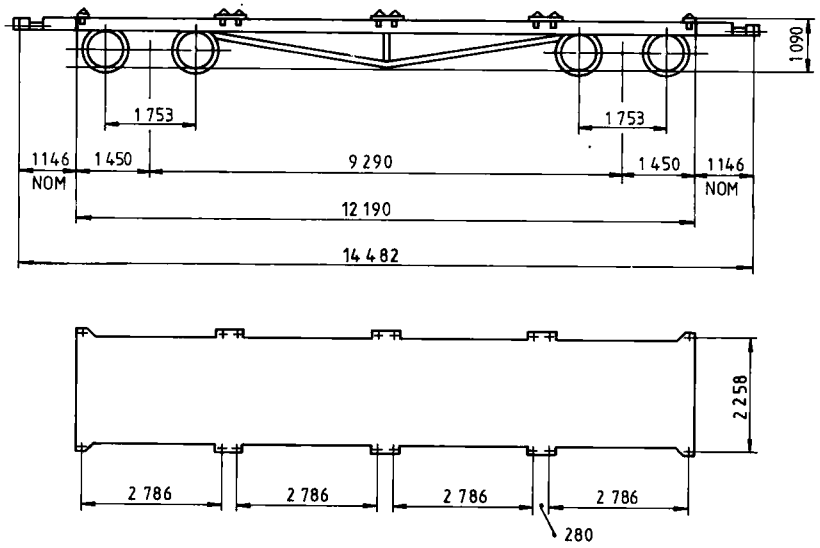
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D 044 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 625 | Tare (Average) / Tarra (Gemiddeld) kg | 14 200 |
| Bogie Type / Draaisteltipe | HS Mk III ; HS Mk VII | | | | Load / Vrag kg | 48 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | |
| Brake System / Remstelsel | L/R | | | | Capacity / Inhoudsvermoë $m^3$ | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC<br>HOUERVERKEER | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) | (L) 74 / 16,9 | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | E / SAR SAS | | Date / Datum | | | |

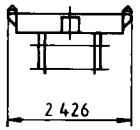
SHL-5

234

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23 011 114 / 23-023 546 | 1981 - 82 |

Remarks / Opmerkings :- RETRACTABLE TWISTLOCKS
INTREKDRAAIGRENDELS
B WAGONS FITTED WITH ADDITIONAL RETRACTABLE TWISTLOCKS FOR FREIGHT BINS.
TROKKE MET ADDISIONELE INTREKDRAAIGRENDELS VIR VRAGBAKKE GEPAS.

23-012 706, 23-013 605, 23-014 083, 23-016 280,
23-017 759, 23-021 063, 23-022 019, 23-022 876.

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D069 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 19/10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,8 / 21 | (L) 61,8 / 16,9 |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" SSC 508 TRAVEL SLAG | |
| Coupler / Yoke / Koppelaar / Juk | E/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC HOUERVERKEER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

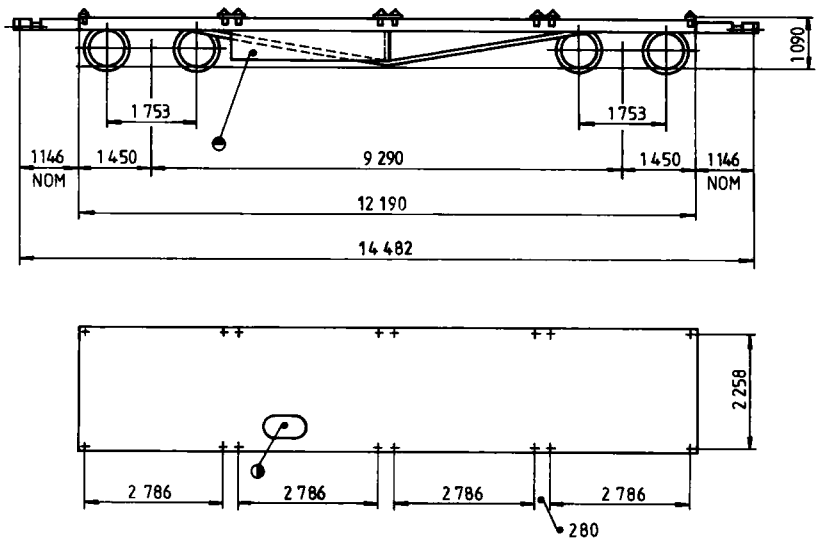
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

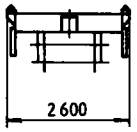
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 800 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SHLJ-10

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings : RETRACTABLE TWISTLOCKS / INTREKDRAAIGRENDELS

● HEAVY ROAD VEHICLE / SWAAR PADVOERTUIG

◑ TIE-DOWN EQUIPMENT STORAGE BIN / WOEL TOERUSTINGKAS

◓ BRIDGE BEAM (TWO PER WAGON) / BRUGBALK (TWEE PER TROK)

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D070 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | L / V / R | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) 1 / 10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 69,8 / 20,7 | (L) 57,4 / 17 |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" SSC 508 TRAVEL SLAG | |
| Coupler / Yoke / Koppelaar / Juk | E / – | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC / HOUERVERKEER ● |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23 - 023 554 / 23 - 024 291 | 1982 |

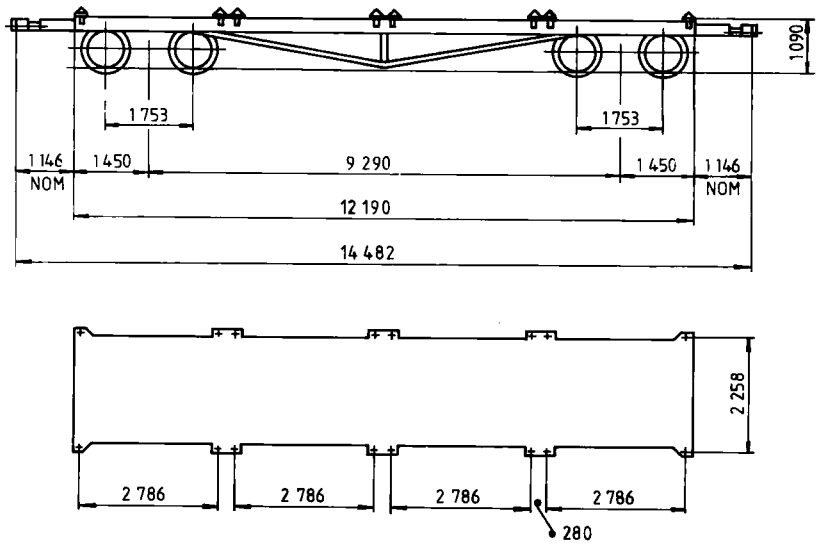
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

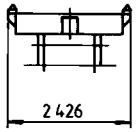
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 20 240 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë | |

SHLJ-11

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings: RETRACTABLE TWISTLOCKS / INTREKDRAAIGRENDELS

2 WAGONS FITTED WITH ADDITIONAL RETRACTABLE TWISTLOCKS FOR FREIGHT BINS. / 2 TROKKE MET ADDISIONELE INTREKDRAAIGRENDELS VIR VRAGBAKKE GEPAS.

23-024 429, 23-032-243

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001 / F029 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | L / V / R | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) 1 / 10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 72,9 / 20,6 | (L) 58,6 / 16,6 |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" SSC 508 TRAVEL SLAG | |
| Coupler / Yoke / Koppelaar / Juk | E / - | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC / HOUERVERKEER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23 024 305 / 23-033 118 | 1981-82 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 900 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SHLJ-12

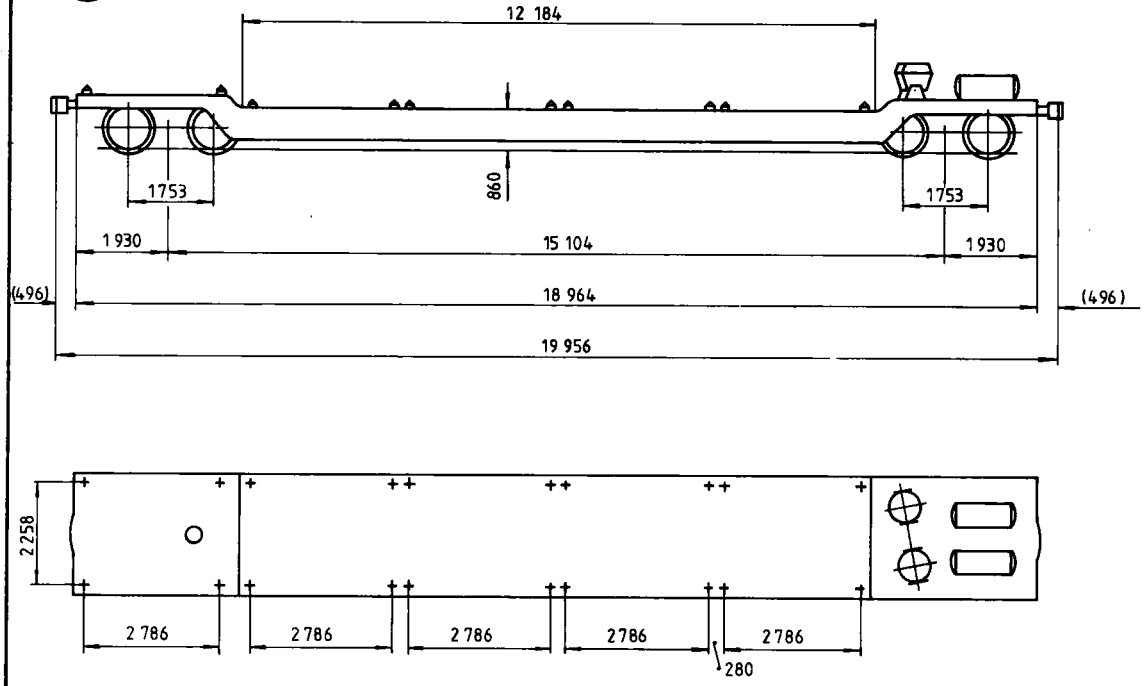
Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks
Opmerkings :-

◑ "KEYSTONE" 10G (254 STROKE / SLAG)
RETRACTABLE TWISTLOCKS
INTREKDRAAIGRENDELS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D086 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/VIR | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 72,02 / 22,06 | (L) 65,45 / 20,04 |
| Drawgear Equipment / Trekwerkuitrusting | ◑ KK | |
| Coupler / Yoke / Koppelaar / Juk | E 68/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 655 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC / HOUERVERKEER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

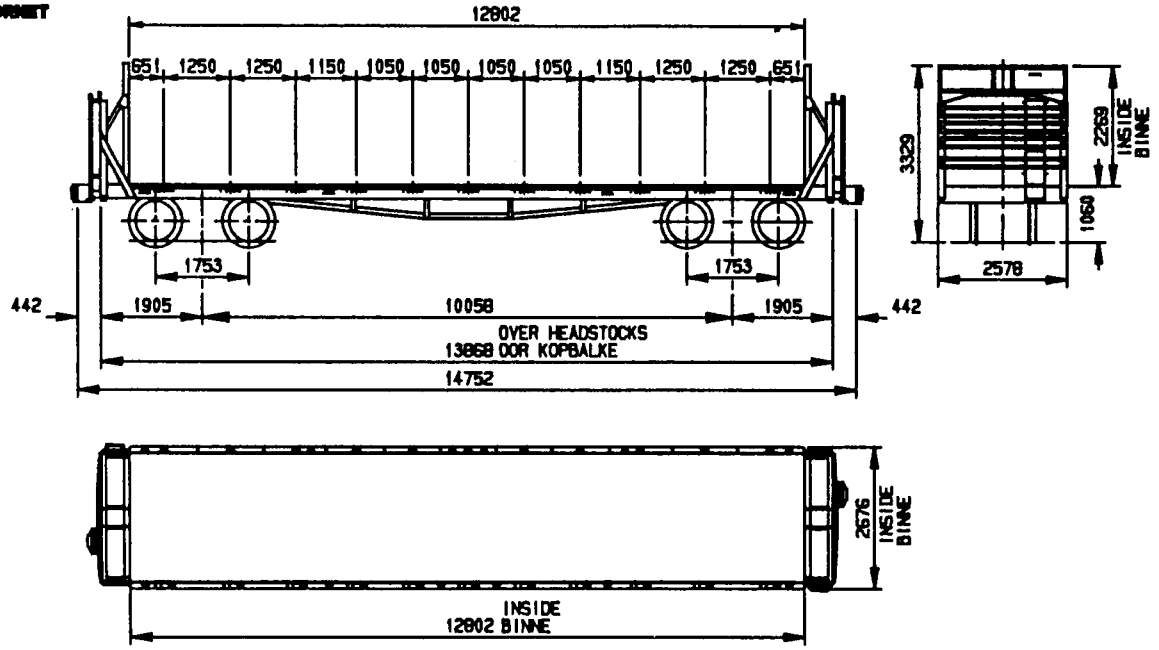
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-045 833/23-046 384 | 1986 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 24 500 |
| Load (Total) kg / Vrag (Totaal) | 55 500 |
| Load (In Well) kg / Vrag (In Put) | 48 000 |
| Floor Area $m^2$ / Vloeroppervlakte | —— |
| Capacity $m^3$ / Inhoudsvermoë | —— |

SHLJ-13

SPOORNET




Remarks / Opmerkings: 1-

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 10-012 001 - 10-012 702 | 1969-70 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| STJ-2 | 1992 |
| | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A031_001_920 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | | | Tare (Average) / Tarra (Gemiddeld) kg | 19550 |
| Bogie Type / Draaistelltipe | SPOORBARBER | | | | | | Load / Vrag | 50000 |
| Bearing Size / Lagergrootte | D | | | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | | | | | Floor Area / Vloeroppervlakte $m^2$ | 34.26 |
| Brake System / Remstelsel | V/R | | | | | | Capacity / Inhoudsvermoë $m^3$ | 77.73 |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) | Design Limit - Mass on Rail / Ontwerpsimiet - Massa op Spoor kg | | 74000 | | | |
| Train Pipe / Treinpyp: Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for / Oorspronklik ontwerp vir | | GENERAL GOODS / ALGEMENE GOEDERE | | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 77.2 / 21.7 | | Converted for / Omskep vir | | PALLETISED PRODUCTS / GEPALLETISEERDE PRODUKTE | | | |
| Draugear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR SAS | | Date / Datum | | | | | |

SKJ-1

Draugear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device / Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device / Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic / Tweekrag - Outomaties

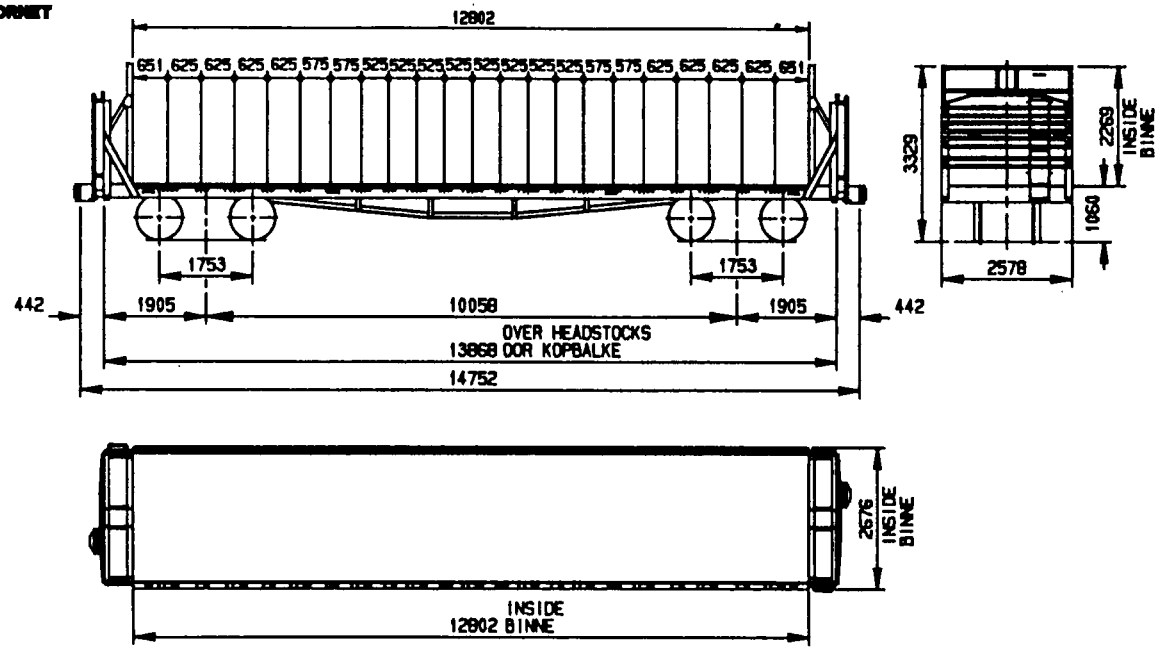
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually Operated / Tweekrag - Handbediening

SPOORNET




Remarks
Opmerkings :-

| Vehicle Number Range<br>Voertuignommerreeks | Placed In Service<br>In Gebruik Geneem |
|---|---|
| 10-012 001 - 10-012 672 | 1969-70 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| STJ-2, SKJ-1 | 1992 - 1993 |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS A178_001_C99 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Tare (Average) kg<br>Tarra (Gemiddeld) kg | 19550 |
| Bogie Type<br>Draaistelitipe | SPOORBARBER | | | | Load<br>Vrag | 50000 |
| Bearing Size<br>Lagergrootte | D | | | | Load (Coal)<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | Floor Area<br>Vloeroppervlakte $m^2$ | 34.26 |
| Brake System<br>Remstelsel | V/R | | | | Capacity<br>Inhoudevermoë $m^3$ | 77.73 |
| Brake Cylinders<br>Remsilinders | (V) 2/15 | (L) | Design Limit - Mass on Rail<br>Ontwerplimiet - Massa op Spoor kg | 74000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 77.2 / 21.7 | | Converted for<br>Omskep vir | PALLETISED PRODUCTS<br>GEPALLETISEERDE PRODUKTE | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/SAR SAS | | Date<br>Datum | | | |

SKJ-2

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
A Tweekrag - Outomaties

R Slack Adjuster
Raaversteller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

249

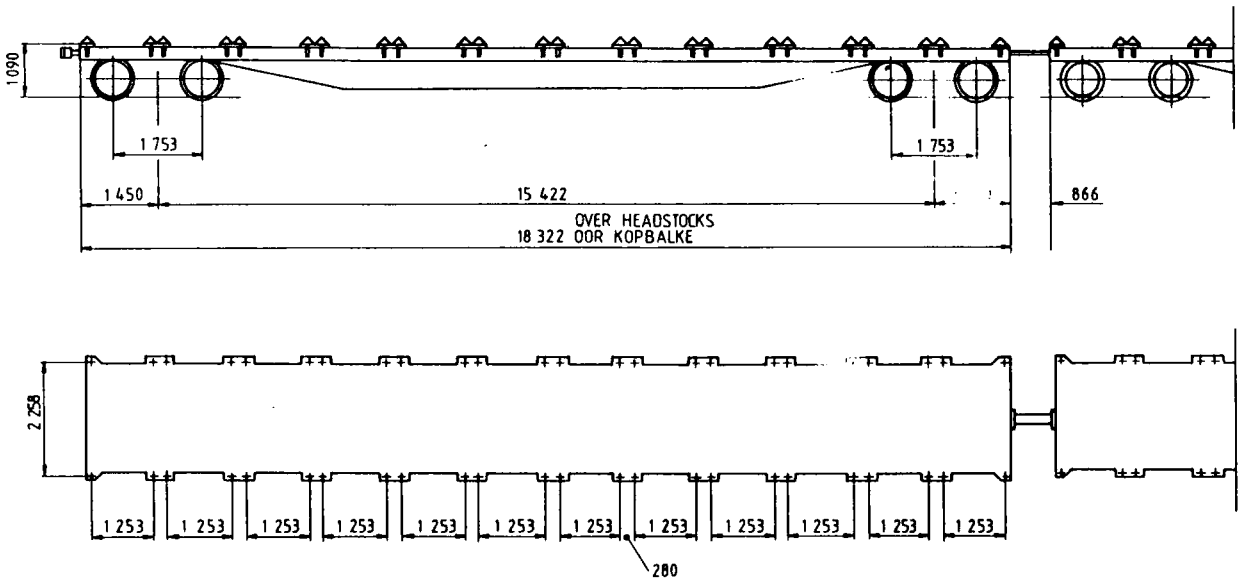
**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussingwerking

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussingwerking

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated Tweekrag - Handbediening
A Dual Power-Automatic Tweekrag-Outomaties
R Slack Adjuster Remversteller




**Remarks** SET OF 5 WAGONS WITH SEMI-PERMANENT DRAWBAR
**Opmerkings** STEL VAN 5 TROKKE MET HALFPERMANENTE TREKSTANG

*1 FREIGHT BINS AND CONTAINER TRAFFIC.
VRAGBAKKE EN HOUERVERKEER.

| | | |
|---|---|---|
| **Drawing Number** / **Tekeningnommer** | A0 01-63000 | |
| **Bogie Type** / **Draaistelтipe** | HS Mk VII | |
| **Bearing Size** / **Laergrootte** | D | |
| **Springs per Bogie** Outer / Inner / **Vere per Draaistel** Buite / Binne | 10/10 | |
| **Brake System** / **Remstelsel** | L | |
| **Brake Cylinders** / **Remsilinders** | (V) — | (L) 1/10 × 12 |
| **Train Pipe / Treinpyp** / **Brake Pipe / Rempyp** | (V) — | (L) 32 |
| **Brake Percentage** Empty / Loaded / **Rempersentasie** Leeg / Met Vrag | (V) — | (L) 69,7 / 22,4 |
| **Drawgear Equipment** / **Trekwerkuitrusting** | RUBBER NC 440/UR-4 | |
| **Coupler / Yoke** / **Koppelaar / Juk** | E/- / Y45 AHTE | |

| | |
|---|---|
| **Centre of Gravity (Empty)** / **Swaartepunt (Leeg)** | 805 |
| | |
| | |
| | |
| **Design Limit - Mass on Rail** kg / **Ontwerplimiet - Massa op Spoor** | 80 000 |
| **Originally designed for** / **Oorspronklik ontwerp vir** | *1 |
| **Converted for** / **Omskep vir** | |

| **Revision** / **Hersiening** | | | | | | |
|---|---|---|---|---|---|---|
| **Date** / **Datum** | | | | | | |

| **Vehicle Numbers** / **Voertuignommers** | **Placed in Service** / **In Gebruik Geneem** |
|---|---|
| 23-922 192 / 23-924 373 | 1990-91 |

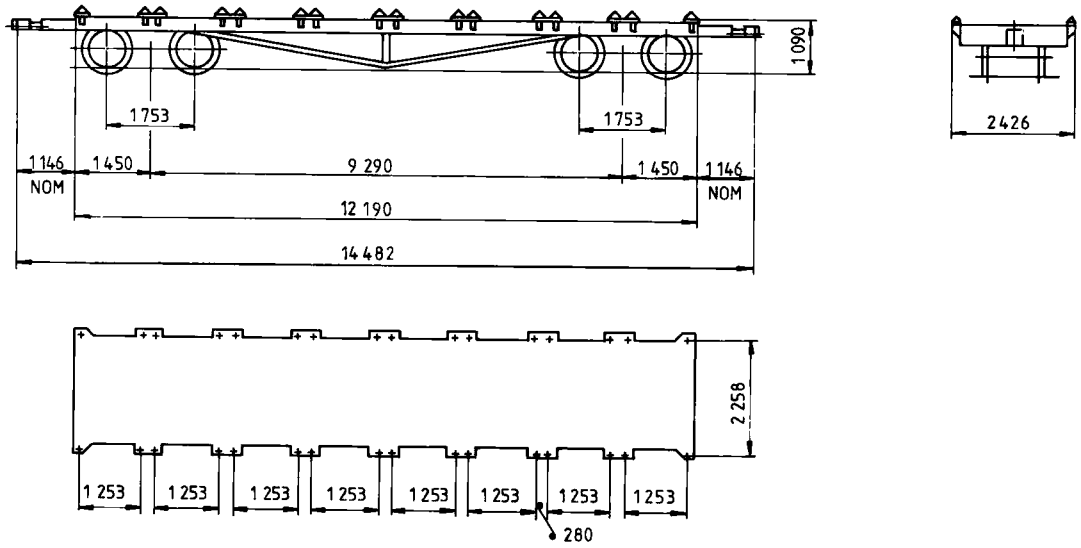
| **Converted from** / **Omskep van** | **Date** / **Datum** |
|---|---|
| | |
| | |

| | |
|---|---|
| **Tare (Average)** kg / **Tarra (Gemiddeld)** kg | 20 000 |
| **Load** kg / **Vrag** kg | 43 000 |
| **Load (Coal)** kg / **Vrag (Steenkool)** kg | |
| **Floor Area** $m^2$ / **Vloeroppervlakte** $m^2$ | 41,3 |
| **Capacity** $m^3$ / **Inhoudsvermoë** $m^3$ | |

# SML - 13

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening







Remarks / Opmerkings :- RETRACTABLE TWISTLOCKS
INTREKDRAAIGRENDELS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D085 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) 1/10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84 / 23,75 | (L) 70 95 / 20,04 |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" SSC 508 | TRAVEL SLAG |
| Coupler / Yoke / Koppelaar / Juk | E/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | CONTAINER TRAFFIC HOUERVERKEER |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-800 003 / 23-812 656 | 1985 - 87 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

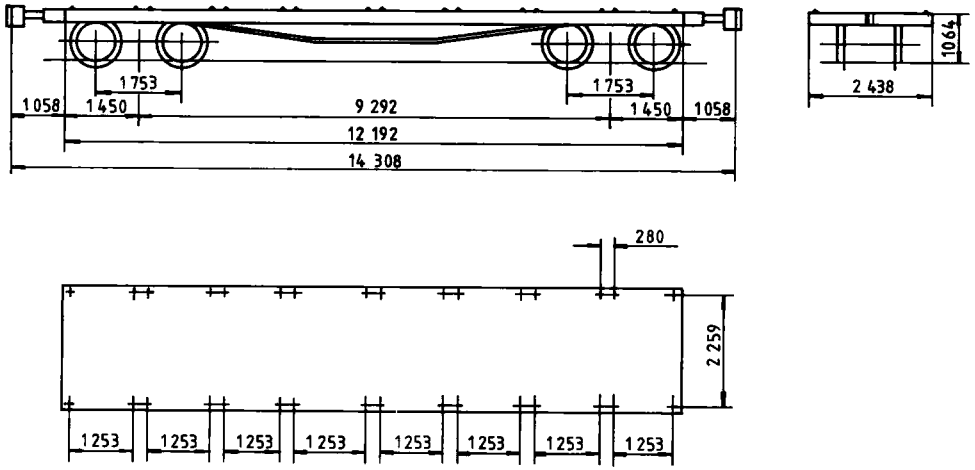
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 900 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SMLJ - 1

239

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings : 1 FREIGHT BINS AND CONTAINER TRAFFIC / VRAGBAKKE EN HOUERVERKEER

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-813 008 / 23-813 423 | 1974 - 75 |
| 23-813 431/ 23-827 947 | 1975 - 77 |
| 23-827 955/ 23-835 354 | 1977 - 78 |
| 23-835 362 / 23-840 838 | 1978 - 79 |
| 23-840 846/ 23-846 291 | 1978 - 79 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FP-5 | 1985 - 1988 |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 453/12-C99 | |
| Bogie Type / Draaisteltipe | HS MK III | |
| Bearing Size / Laergrootte | "C"/"D" | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10×12 |
| Train Pipe / Treinpyp Brake Pipe/ Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,2 / 23,9 | (L) 84,8 / 24 |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" SSC 508 TRAVEL SLAG | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 64 000 |
| Originally designed for / Oorspronklik ontwerp vir | PARCELS / PAKKETTE |
| Converted for / Omskep vir | 1 |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19000 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 29,7 |
| Capacity $m^3$ / Inhoudsvermoë | |

SMLJ-2

240

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

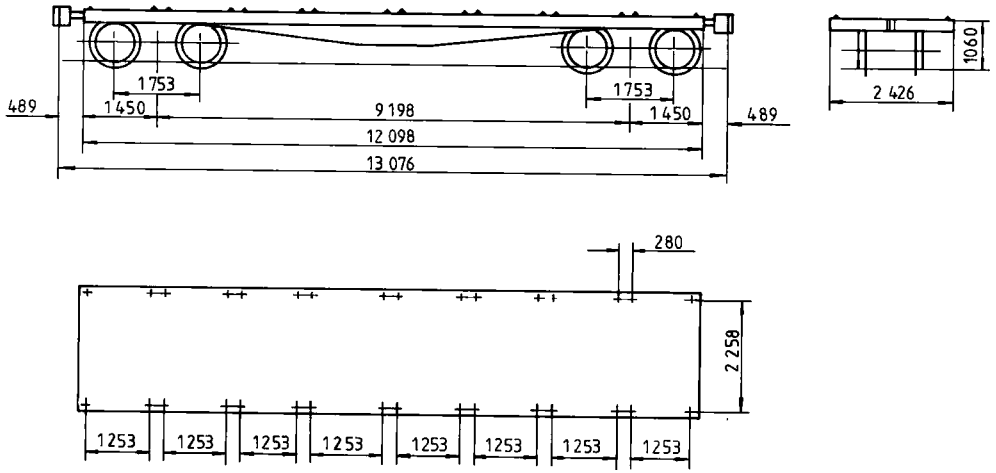
V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

A Dual Power - Automatic / Tweekrag - Outomaties

R Slack Adjuster / Remversteller




Remarks / Opmerkings :-

* 1 FREIGHT BINS AND CONTAINER TRAFFIC / VRAGBAKKE EN HOUERVERKEER

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-847 018 / 23-849 754 | 1986 - 88 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) / Tarra (Gemiddeld) kg | 16 450 |
| Load / Vrag kg | 48 000 |
| Load (Coal) / Vrag (Steenkool) kg | |
| Floor Area / Vloeroppervlakte $m^2$ | 29,35 |
| Capacity / Inhoudsvermoë $m^3$ | |

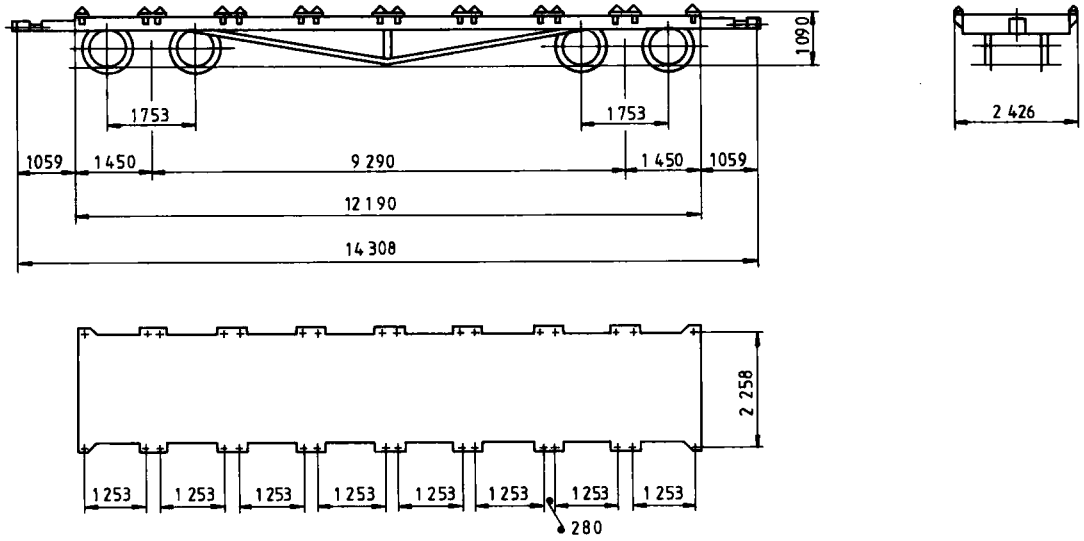
| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 189/12-A21 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 83,6 / 21,3 | (L) 83,5 / 21,3 |
| Drawgear Equipment / Trekwerkuitrusting | RUBBER "NC 440" | |
| Coupler / Yoke / Koppelaar / Juk | E/E | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | * 1 |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

SMLJ-3

241




**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
Air
Lug
L Dual Power - Manually operated
D Tweekrag - Handbediening
Dual Power-Automatic
Tweekrag-Outomaties
A Slack Adjuster
R Remversteller

**Remarks / Opmerkings :-** RETRACTABLE TWISTLOCKS / INTREKDRAAIGRENDELS

*1 FREIGHT BINS AND CONTAINER TRAFFIC / VRAGBAKKE EN HOUERVERKEER

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001 / D092 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 × 12 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 89,5 / 25,3 | (L) 75,5 / 21,3 |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" SSC 508 TRAVEL SLAG | |
| Coupler / Yoke / Koppelaar / Juk | E/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | *1 |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-853 018 / 23-856 998 | 1987 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 18 900 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |
| | |
| | |

# SMLJ - 4

242

**Drawgear Equipment · Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulièse kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulièse kussinginrigting

**Brake System · Remsteisel**

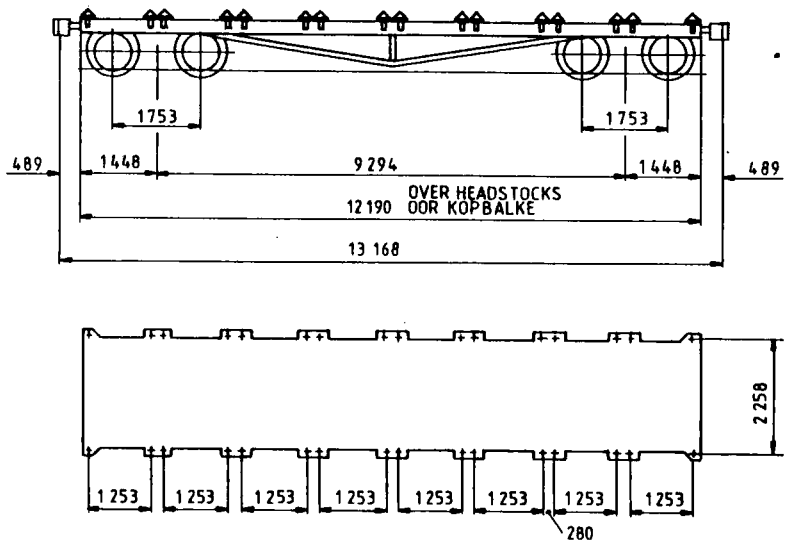
A Dual Power-Automatic / Tweekrag-Outomaties

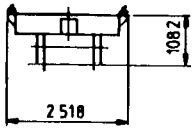
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings *1 FREIGHT BINS AND CONTAINER TRAFFIC
VRAGBAKKE EN HOUERVERKEER

RETRACTABLE TWISTLOCKS
INTREKDRAAIGRENDELS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D094 | |
| Bogie Type / Draaisteltipe | HS Mk VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | |
| Brake System / Remsteisel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,62/22,07 | (L) 84,74/22,07 |
| Drawgear Equipment / Trekwerkuitrusting | RUBBER "NC 440" | |
| Coupler / Yoke / Koppelaar / Juk | E/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 65 000 |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | *1 |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-857 005 / 23-859 741 | 1988-89 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 16 650 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

SMLJ - 6

Drawgear Equipment : Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

Brake System - Remstelsel

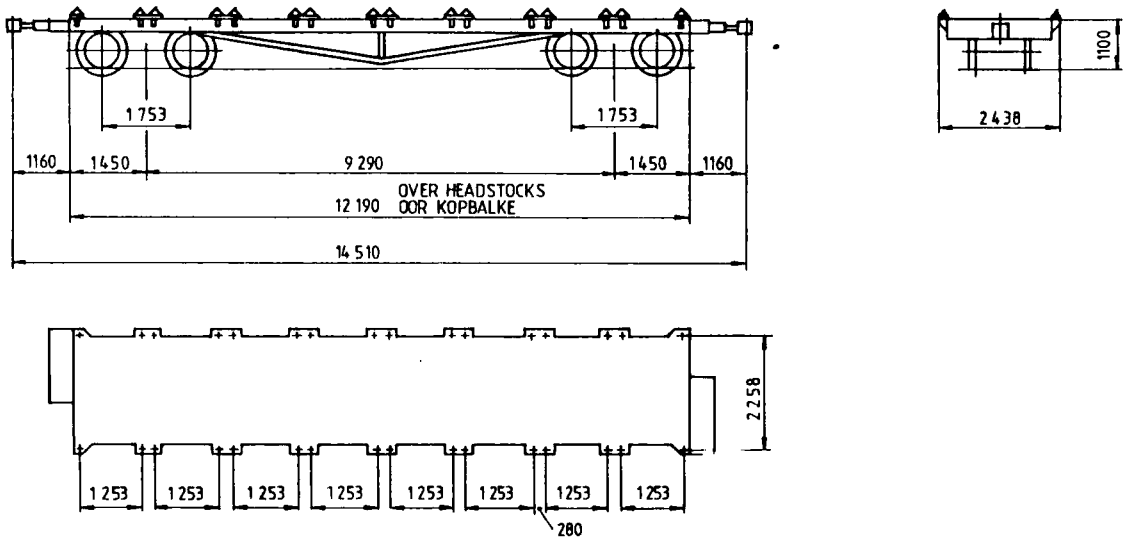
A Dual Power-Automatic / Tweekrag-Outomaties

R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening







Remarks / Opmerkings *1 FREIGHT BINS AND CONTAINER TRAFFIC
VRAGBAKKE EN HOUERVERKEER

RETRACTABLE TWISTLOCKS
INTREKDRAAIGRENDELS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 556/12 - C 99 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,84/21,22 | (L) 74,82/21,22 |
| Drawgear Equipment / Trekwerkuitrusting | FREIGHT MASTER KK 381 STROKE / SLAG | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 64 000 |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | *1 |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-860 006 / 23-863 293<br>23-863 307 / 23-864 251 | 1971 - 73 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| L-1 / LJ-1 | 1987 - |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 19 000 |
| Load / Vrag | kg | 48 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 27,5 |
| Capacity / Inhoudsvermoë | $m^3$ | |

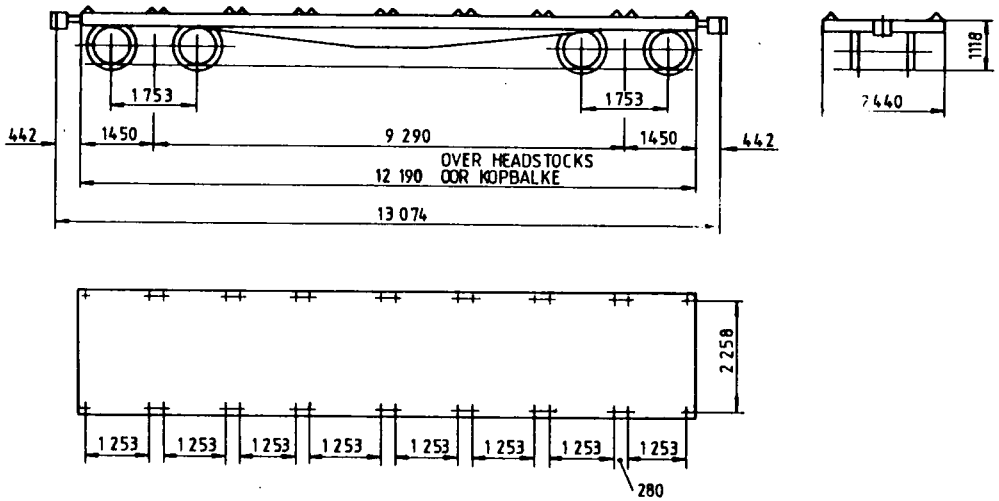
# SMLJ-7

**Drawgear Equipment · Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussinginrigting

**Brake System · Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller




**Remarks / Opmerkings** *1 FREIGHT BINS AND CONTAINER TRAFFIC
VRAGBAKKE EN HOUERVERKEER
HINGED TWISTLOCKS
GESKARNIERDE DRAAIGRENDEL

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 558/12-C99 | |
| Bogie Type / Draaisteltipe | HS MK III | |
| Bearing Size / Lagergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) 1/10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 85,7/20,5 | (L) 78,4/20,5 |
| Drawgear Equipment / Trekwerkuitrusting | RUBBER NC - 440 | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | *1 |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-864 451 / 23-872 586 | 1974-75 |
| 23-871 040 / 23-872 608 | 1974-75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| OZ-12 | 1988- |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 17 000 |
| Load / Vrag | kg | 48 000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 29,7 |
| Capacity / Inhoudsvermoë | $m^3$ | |

# SMLJ-8

245

**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

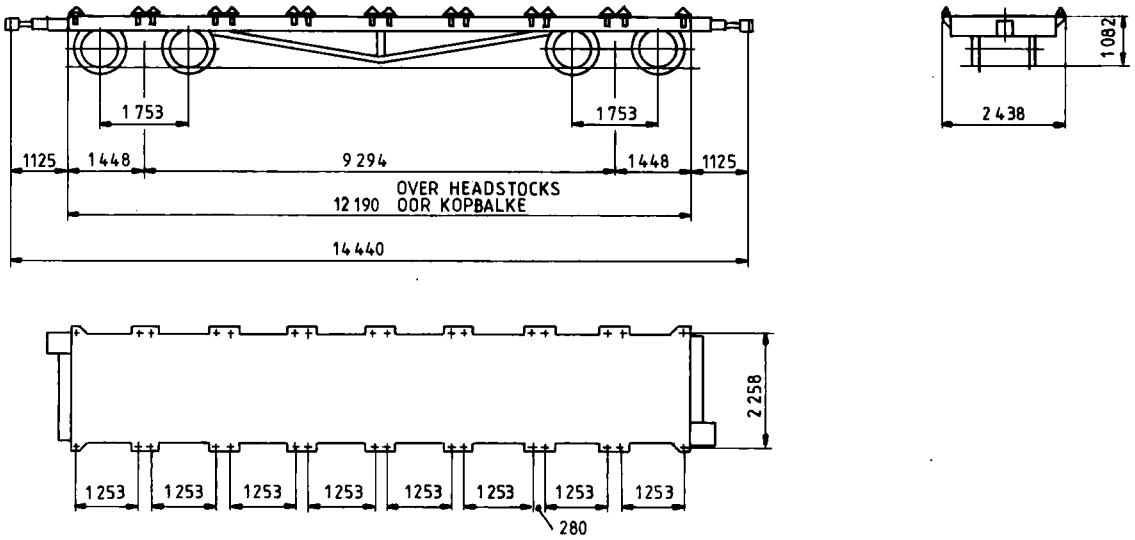
A Dual Power-Automatic / Tweekrag-Outomaties

R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




**Remarks / Opmerkings**

*1 FREIGHT BINS AND CONTAINER TRAFFIC
VRAGBAKKE EN HOUERVERKEER

RETRACTABLE TWISTLOCKS
INTREKDRAAIGRENDELS

● 250 kN PRE-LOAD / VOORBELAS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D095 | |
| Bogie Type / Draaisteltipe | HS Mk VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/6 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10x12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,9 / 21,8 | (L) 82 / 21,8 |
| Drawgear Equipment / Trekwerkuitrusting | ● "KEYSTONE" KK 381 STROKE / SLAG | |
| Coupler / Yoke / Koppelaar / Juk | E/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | *1 |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

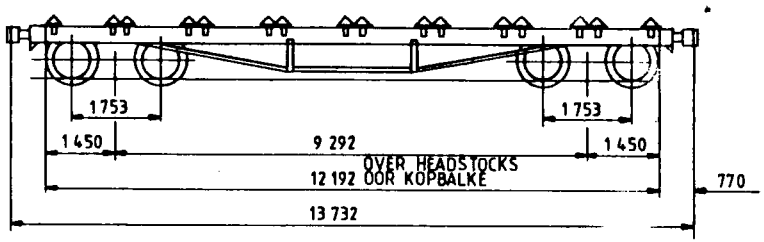
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-891 009 / 23-894 849 | 1989 |

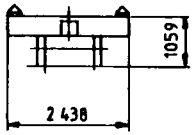
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

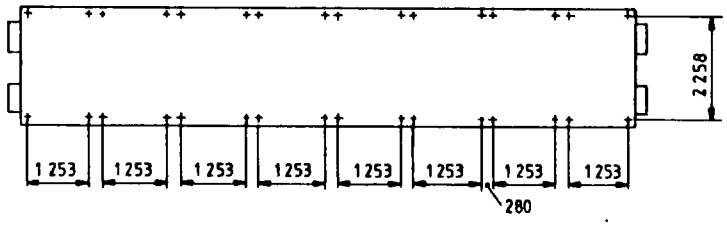
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 500 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |
| | |
| | |

**SMLJ - 9**

57 246




**Remarks**
**Opmerkings**

*1 FREIGHT BINS AND CONTAINER TRAFFIC
VRAGBAKKE EN HOUERVERKEER

HINGED TWISTLOCKS
GESKARNIERDE DRAAIGRENDEL

**Drawgear Equipment · Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussingwerking

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussingwerking

**Brake System · Remstelsel**

A Dual Power-Automatic
Tweevoud-Outomaties

R Slack Adjuster
Remverstelder

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually operated
Tweevoud - Handbediening

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 666/12-C99 | |
| Bogie Type / Draaisteltipe | HS Mk III | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / inner / Vere per Draaistel Buite / Binne | 10/6 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 1/21 | (L) 1/10x12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,4/21,75 | (L) 81,37/21,74 |
| Drawgear Equipment / Trekwerkuitrusting | "KEYSTONE" KK 254 | STROKE SLAG |
| Coupler / Yoke / Koppelaar / Juk | SASKOP S/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | *1 |

| Revision / Herstelling | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-895 004 / 23-901 772 | 1973/74 |
| 23-901 780 / 23-910 070 | 1973/74 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| FP-4 | 1988 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 500 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 29,7 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

# SMLJ-10

947

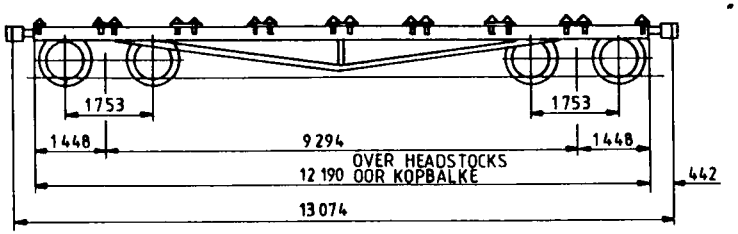
**Drawgear Equipment · Trekwerktoerusting**

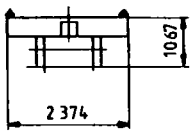
KK Coupler hydraulic cushioning device
Koppelaar hidroulies kussingwerking

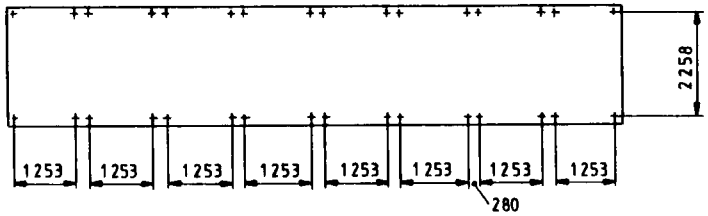
SSC Centre sill hydraulic cushioning device
Middelbalk hidroulies kussingwerking

**Brake System · Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller




**Remarks / Opmerkings**

*1 FREIGHT BINS AND CONTAINER TRAFFIC
VRAGBAKKE EN HOUERVERKEER

HINGED TWISTLOCKS
GESKARNIERDE DRAAIGRENDELS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 674/12-C99 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 6 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2 x 18 | (L) 2 /7 x 12 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V)86,52 / 23,1 | (L)81,5 / 21,8 |
| Drawgear Equipment / Trekwerkuitrusting | RUBBER"NC 440" | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP /S | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | |
| Converted for / Omskep vir | *1 |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-905 018 / 23-908 955 | 1971-74 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| GZ-10 | 1989-90 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 500 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 28,9 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

# SMLJ-11

248

**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingwerking

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingwerking

**Brake System - Remstelsel**

V Vacuum / Vakuum

A Dual Power-Automatic

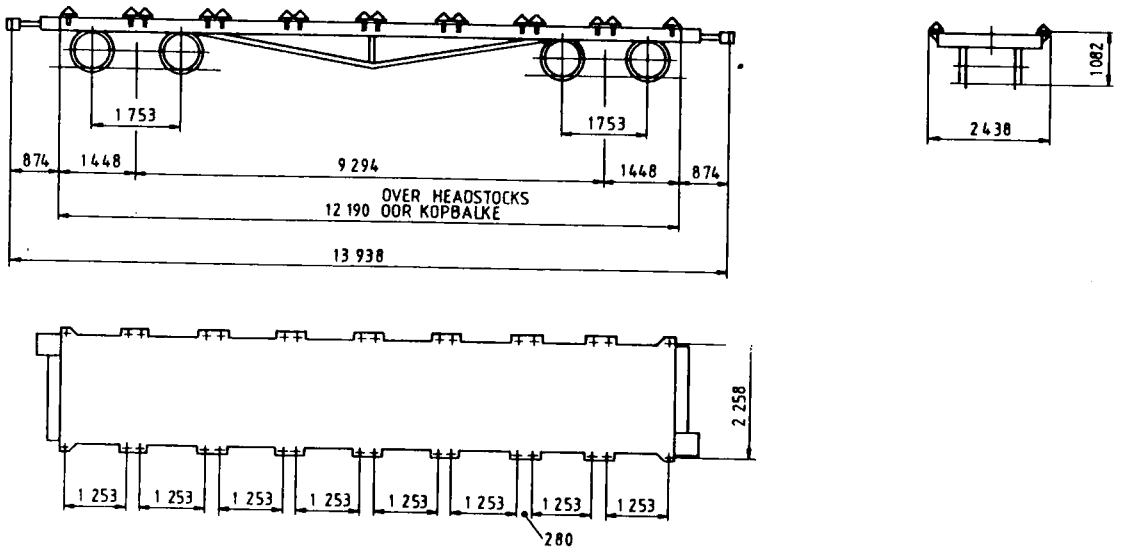
L Air / Lug

R Tweekrag-Outomaties

D Dual Power - Manually operated / Tweekrag - Handbediening

Slack Adjuster

Remversteller







**Remarks / Opmerkings**

* 1 FREIGHT BINS AND CONTAINER TRAFFIC
VRAGBAKKE EN HOUERVERKEER

RETRACTABLE TWISTLOCKS
INTREKORAAIGRENDELS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 001/D095 | |
| Bogie Type / Draaisteltipe | HS Mk VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10×12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 83,6/21,8 | (L) 83, 8/21,8 |
| Drawgear Equipment / Trekwerkuitrusting | RUBBER "NC 440" | |
| Coupler / Yoke / Koppelaar / Juk | E/E | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | * 1 |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-918 004 / 23-922 184 | 1990 |

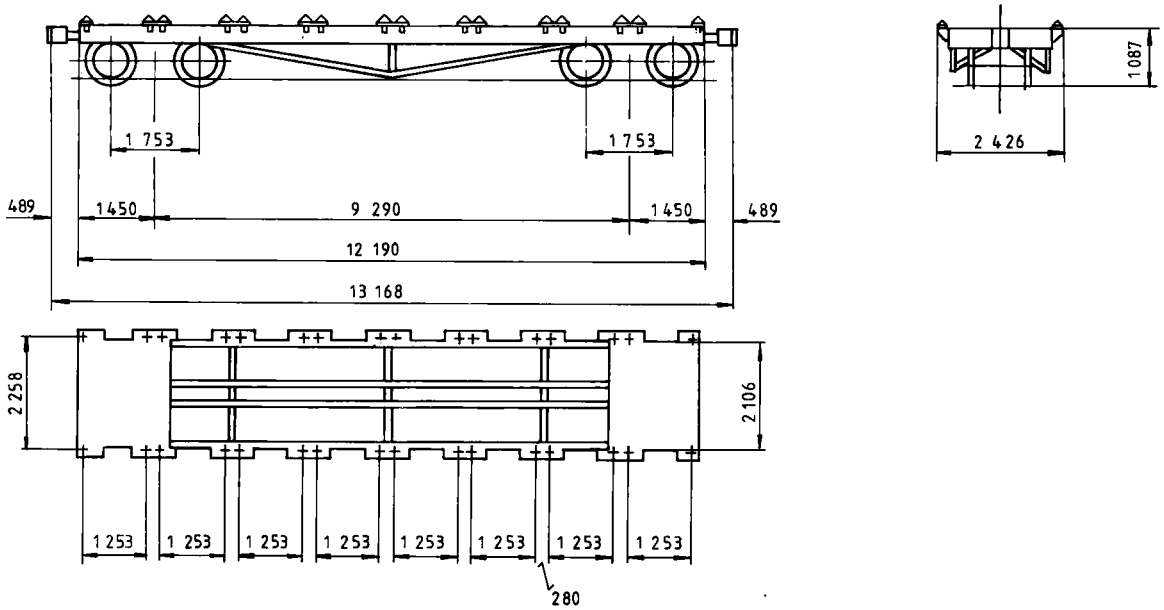
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |
| Tare (Average) kg / Tarra (Gemiddeld) kg | 17 050 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |

# SMLJ - 12

08-85

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings: RETRACTABLE TWISTLOCKS / INTREKDRAAIGRENDELS

*1 FREIGHT BINS AND CONTAINER TRAFFIC. / VRAGBAKKE EN HOUERVERKEER.

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 23-873 000 / 23-875 194<br>23-875 208 / 23-879 033 | 1976 - 80<br>1976 - 80 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| SHL-5 & SHR-5 | 1987 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 521/12-C99 | | |
| Bogie Type / Draaisteltipe | HS MK III, HS MK VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | L/A/R | | |
| Brake Cylinders / Remsilinders | (V) | (L) 1/10×12 | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) | (L) 56/22,9 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | | |
| Coupler / Yoke / Koppelaar / Juk | E / SAR / SAS | | |

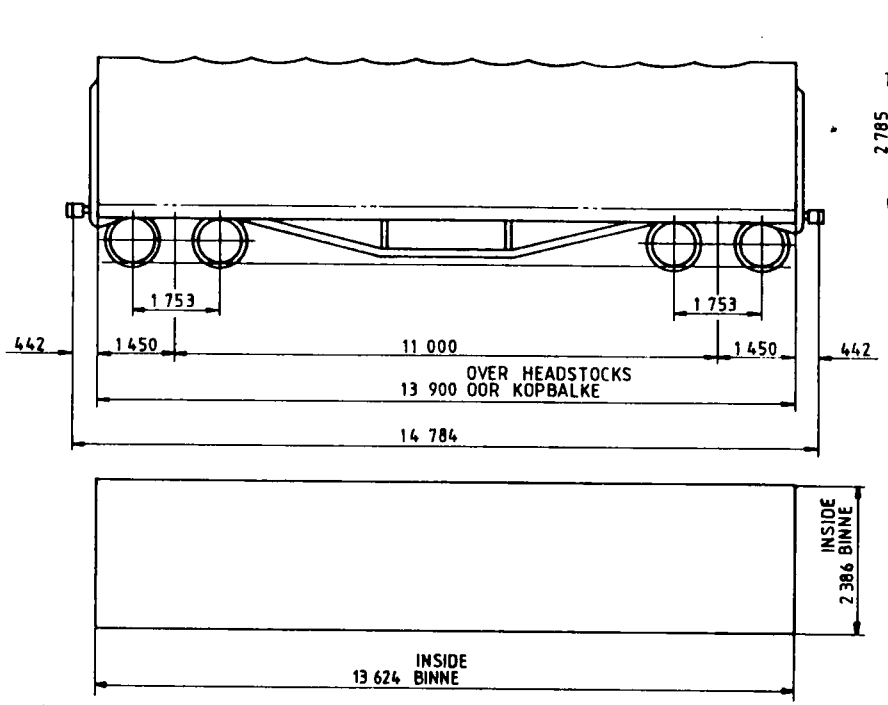
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 625 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | *1 |
| Converted for / Omskep vir | |

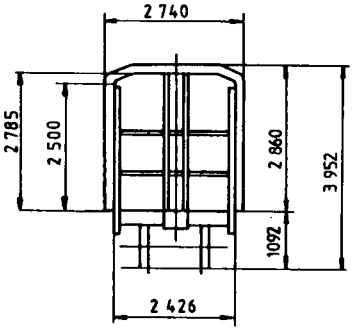
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 14 700 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 27,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |
| | |
| | |

# SMR-5

251




*1

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidroulièse kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidroulièse kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :-

*1 SPJ-1X CONVERTED FROM DJ-2 / OMSKEP VAN

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 131/12-A49 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 72,4/21,6 | (L) 66,5/19,5 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901.E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 842 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | PAPER ROLLS / PAPIERROLLE |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

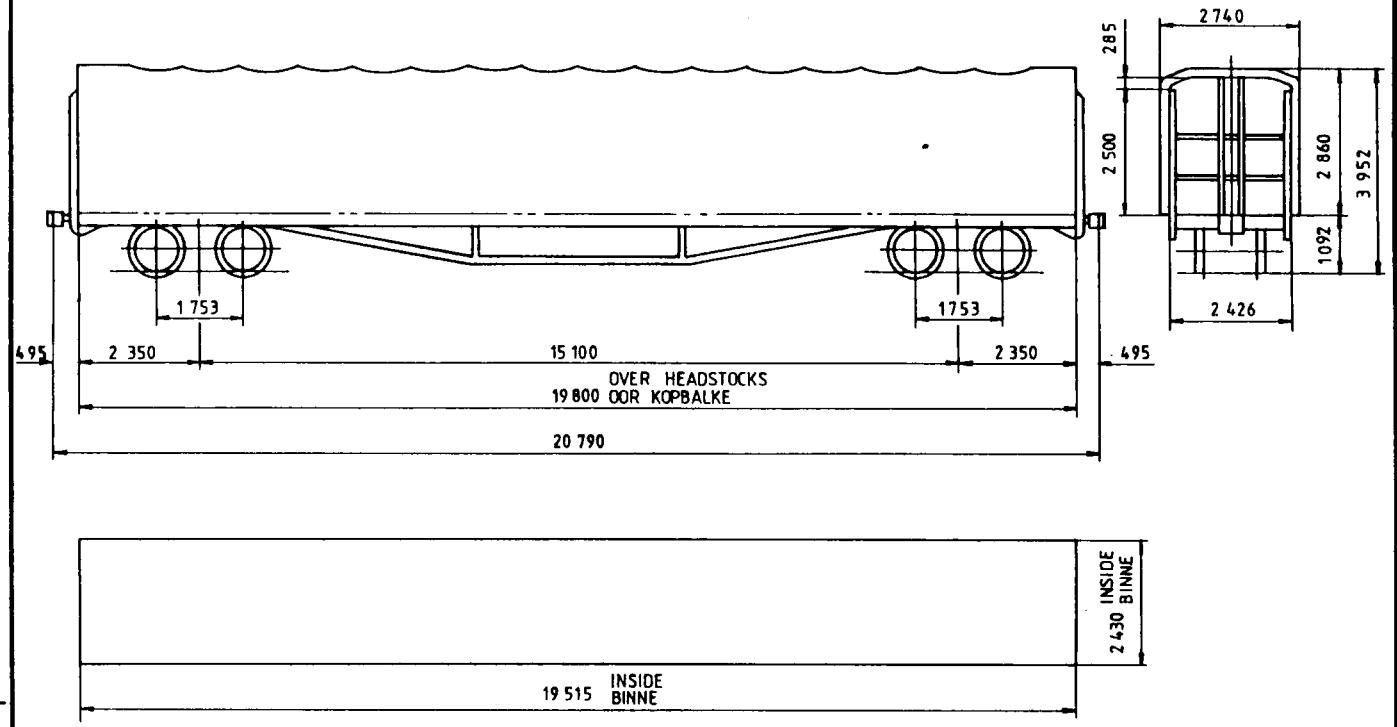
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-300 002<br>17-300 010 / 17-301 807 | 1977<br>1974 - 75 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DLJ-1 | 1988- |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 700 |
| Load kg / Vrag kg | 52 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 32,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 96,9 |

# SPLJ-1

252




**Drawgear Equipment - Trekwerkuitrusting**

K K Coupler hydraulic cushioning device / Koppelaar hidroulies kussingirrigting

S S C Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingirrigting

**Brake System - Remstelsel**

Dual Power-Automatic

A Tweekrag-Outomaties

R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

**Remarks / Opmerkings**

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/D099 | |
| Bogie Type / Draaistelтipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/L/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 76,3/24 | (L) 70/22,01 |
| Drawgear Equipment / Trekwerkuitrusting | RUBBER "NC 440" | |
| Coupler / Yoke / Koppelaar / Juk | E/- | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | PAPER ROLLS / PAPIERROLLE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-302 005/17-302 471 | 1991 - |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 25 450 |
| Load kg / Vrag kg | 54 500 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 47,4 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 141,3 |

# SPLJ-2

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

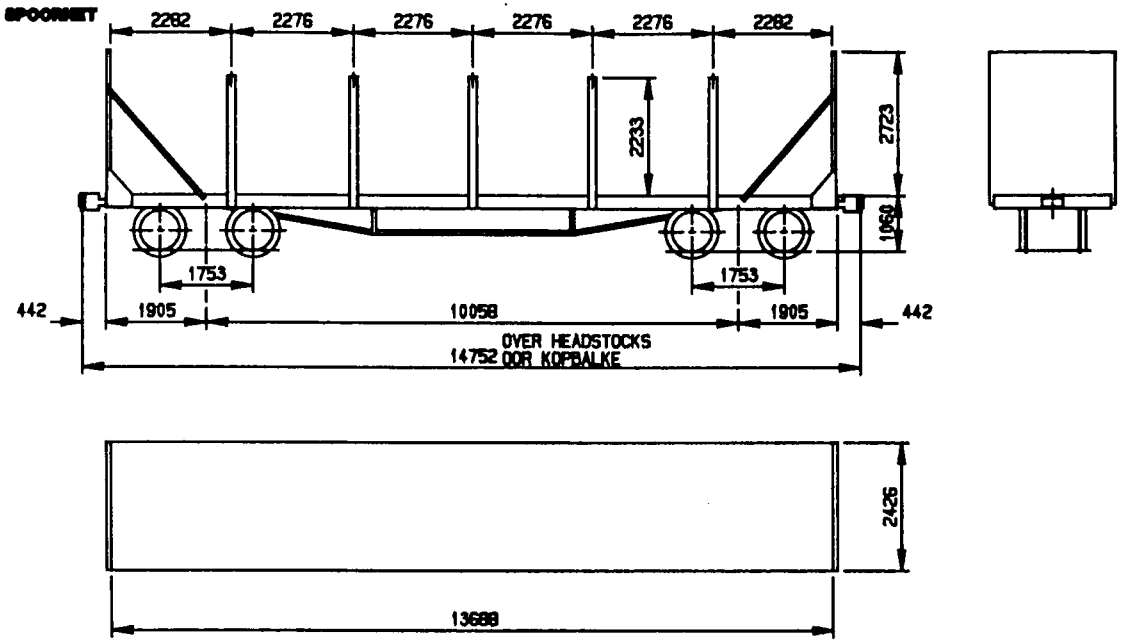
A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remverstellier

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening




Remarks / Opmerkings: 1- #1 W.I/10445
C.E. No.A/14697
C.E. No.A/14711
C.E. No.A/15458

#2 FOR METHOD OF MODIFYING DZ-7 TO SS-7 WAGONS SEE DRG. NO. RS A223_001_C99
VIR METODE OM DZ-7 NA SS-7 TROKKE TE OMSKEP KYK TEK. NO. RS A223_001_C99

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 102/12-634 #1 #2 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| Bogie Type / Draaistelltipe | SARCAST | | |
| Bearing Size / Lagergrootte | 10 x 5 | | |
| Springs per Bogie / Vere per Draaistel — Outer / Buite — Inner / Binne | 6/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | Design Limit - Mass on Rail / Ontwerpslimiet - Massa op Spoor kg | 60 000 |
| Train Pipe / Treinpyp — Brake Pipe / Rempyp | (V) 65 | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Brake Percentage — Empty / Loaded — Remperesentasie — Leeg / Met Vrag | (V) 91,1/25,8 | Converted for / Omskep vir | PROFILE STEEL / PROFIELSTAAL |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR SAS | Date / Datum | |

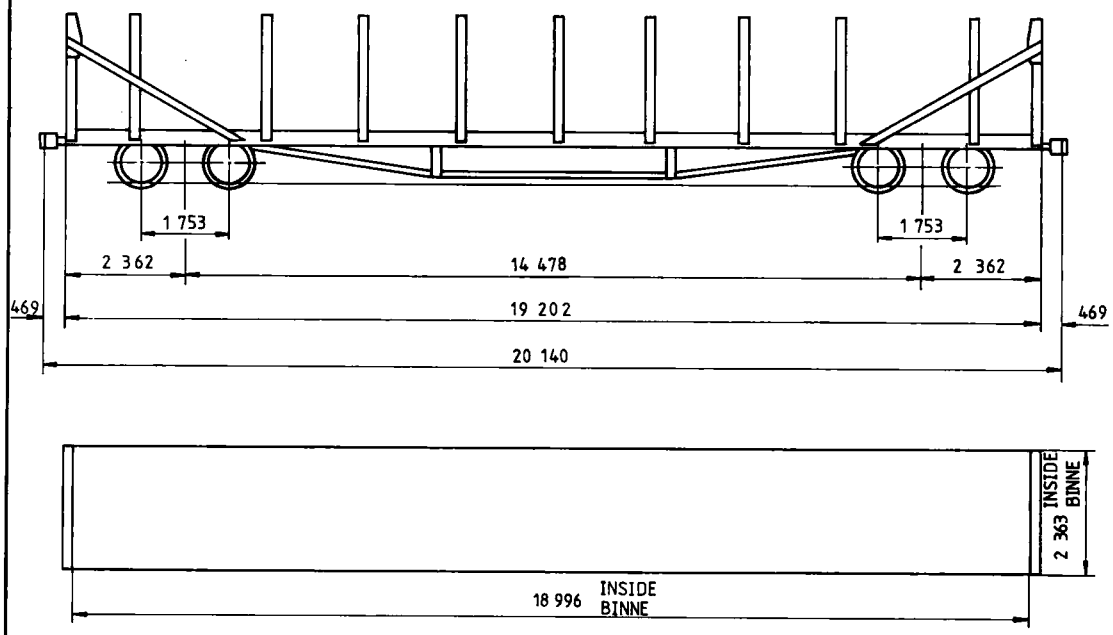
| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-064 716/17-064 724 | 1936-68 |

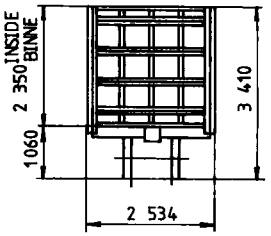
| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ-7 | 1993 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) kg | 19000 | |
| Load / Vrag | 48 000 | |
| Load (Coal) / Vrag (Steenkool) kg | | |
| Floor Area / Vloeroppervlakte $m^2$ | 34 | MAX. MAKS. |
| Capacity / Inhoudevermoe $m^3$ | 91.6 | MAX. MAKS. |

SS-7

253




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
Slack Adjuster
R Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 061 636 / 17 - 062 268 | 1977 |
| 17 - 062 276 / 17 - 062 489 | 1977 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DAJ- 6, DAZ - 6 | 1983 - 1985 |
| | |

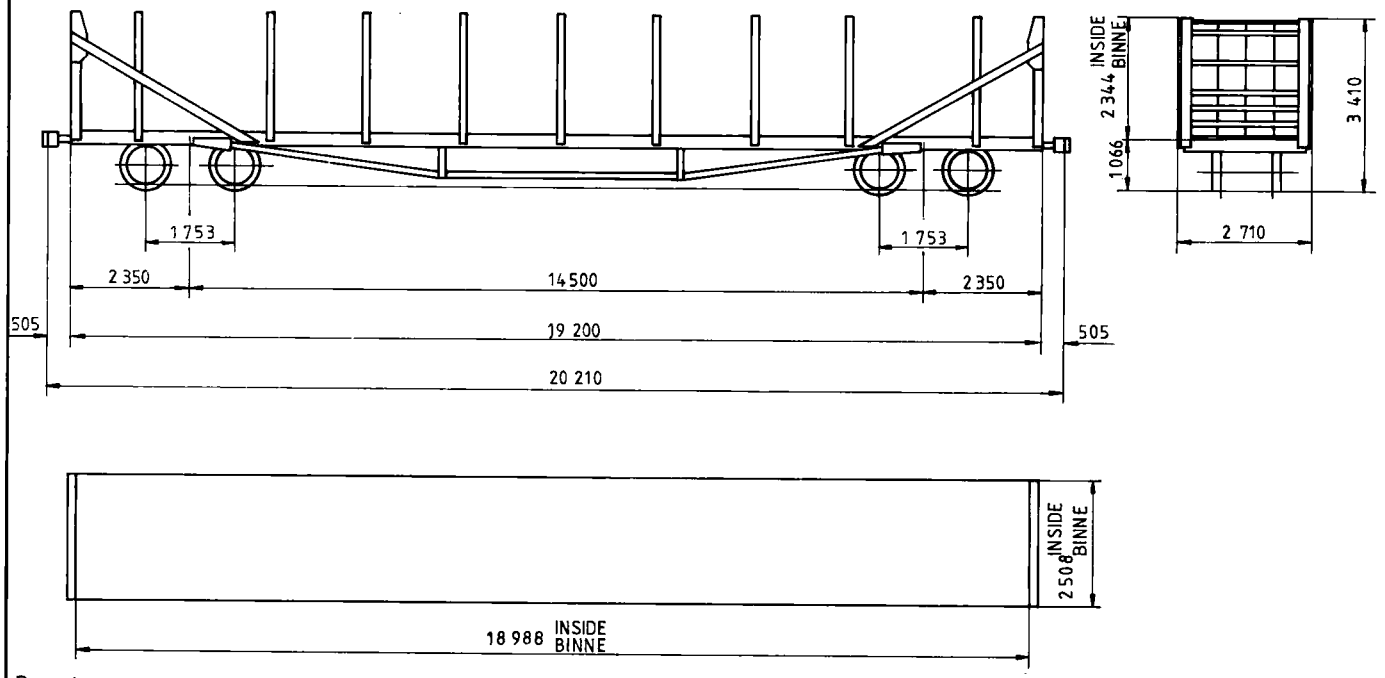
| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 187/12-A21 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 * | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) 1 / 10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 68,9 / 22,4 | (L) 58,8 / 19,1 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - M / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 735 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | EXPORT STEEL / UITVOER STAAL |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23 130 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 45 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 105,6 |

SSLJ - 3




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-061 075 / 17-061 628 | 1984 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / F039 | | |
| Bogie Type / Draaisteltipe | HS Mk VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | L/V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10×12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 75,7/24,8 | (L) 64,9/21,29 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E | | |
| Coupler / Yoke / Koppelaar / Juk | E 68/E | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 735 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | EXPORT STEEL / UITVOER STAAL |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 24 400 |
| Load kg / Vrag kg | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 46,1 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 111,6 |
| | |
| | |

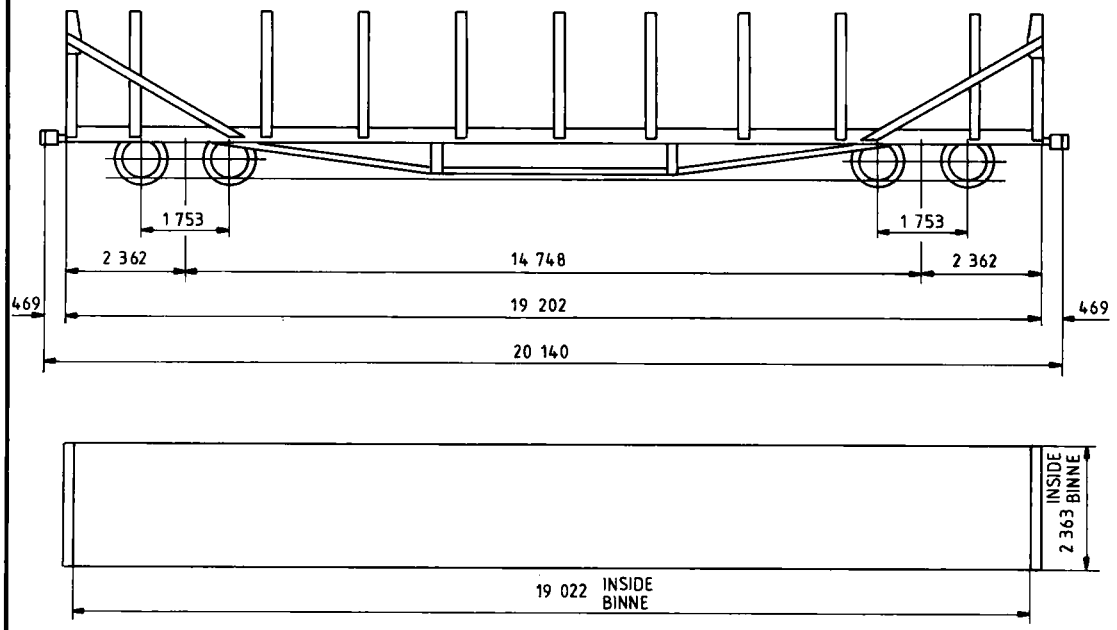
# SSLJ-4

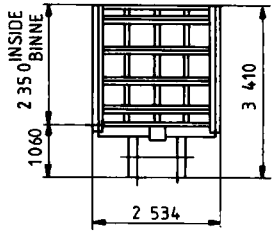
Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

V Vacuum / Vakuum
L Air / Lug
D Dual Power – Manually operated / Tweekrag – Handbediening

255




**Drawgear Equipment - Trekwerkuitrusting**

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

**Remarks**
**Opmerkings**

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-063 000 / 17-063 396 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DAJ/Z-4 | 1989 |
| | |

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 187/12-A21 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) 1 / 10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,87/23 | (L) 58,8/19,13 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP -M/ SAR / SAS | |

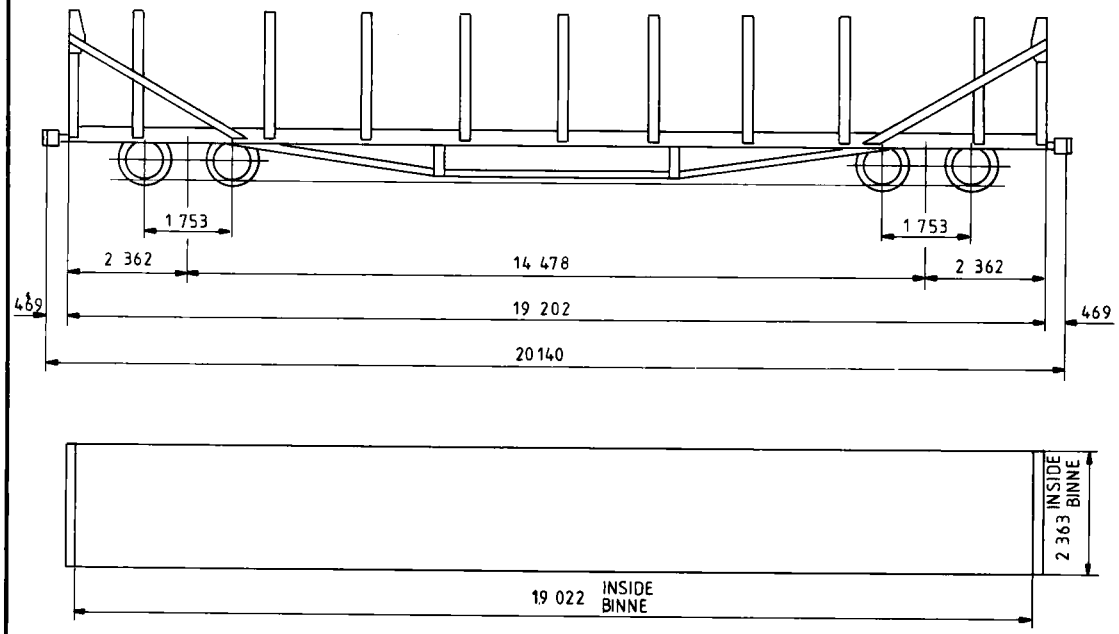
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | EXPORT STEEL / UITVOER STAAL |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23 130 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 45 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 105,5 |

# SSLJ-5

256




**Drawgear Equipment - Trekwerkuitrusting**

K.K Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

**Brake System - Remstelsel**

Dual Power-Automatic
A Tweekrag-Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

**Remarks**
**Opmerkings**

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 187/12-A21 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 8 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) 1 / 10 × 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,87/23 | (L) 58,8 / 19,13 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - M / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | EXPORT STEEL / UITVOER STAAL |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-064 007 / 17-064 694 | 1974 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DAJ-5,7 DAZ-5,7 | 1990 |
| | |
| Tare (Average) kg / Tarra (Gemiddeld) | 23 130 |
| Load kg / Vrag | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 45 |
| Capacity $m^3$ / Inhoudsvermoë | 105,5 |
| | |
| | |

# SSLJ - 6

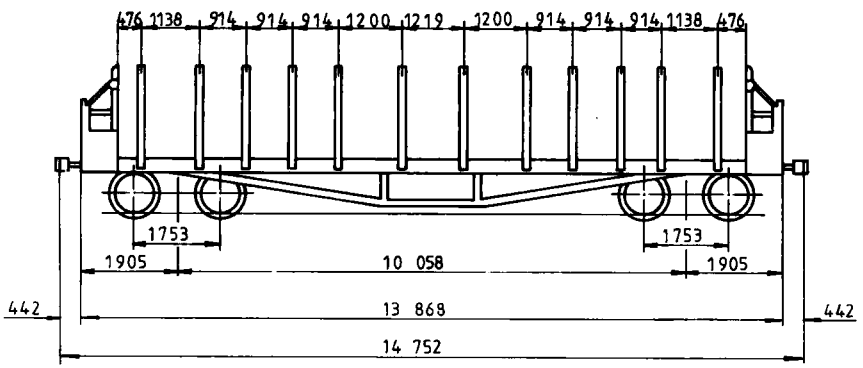
OZALID 85-2948

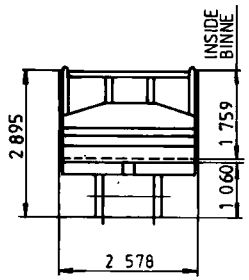
08-85

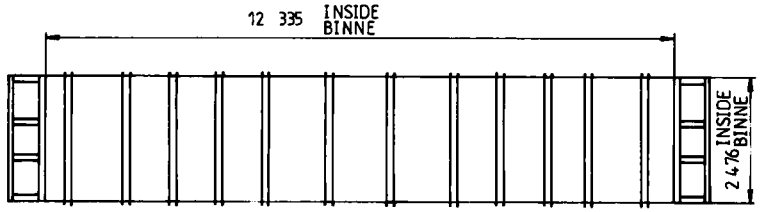
257

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings : REMOVABLE STANCHIONS / VERWYDERBARE STANDERS

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 2769 / 12 - 000 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 10 × 5 | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 | (L) – | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 (50) | (L) – | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 89,5/30,2 | (L) – | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S | / SAR / SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 884 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | TIMBER / HOUT |

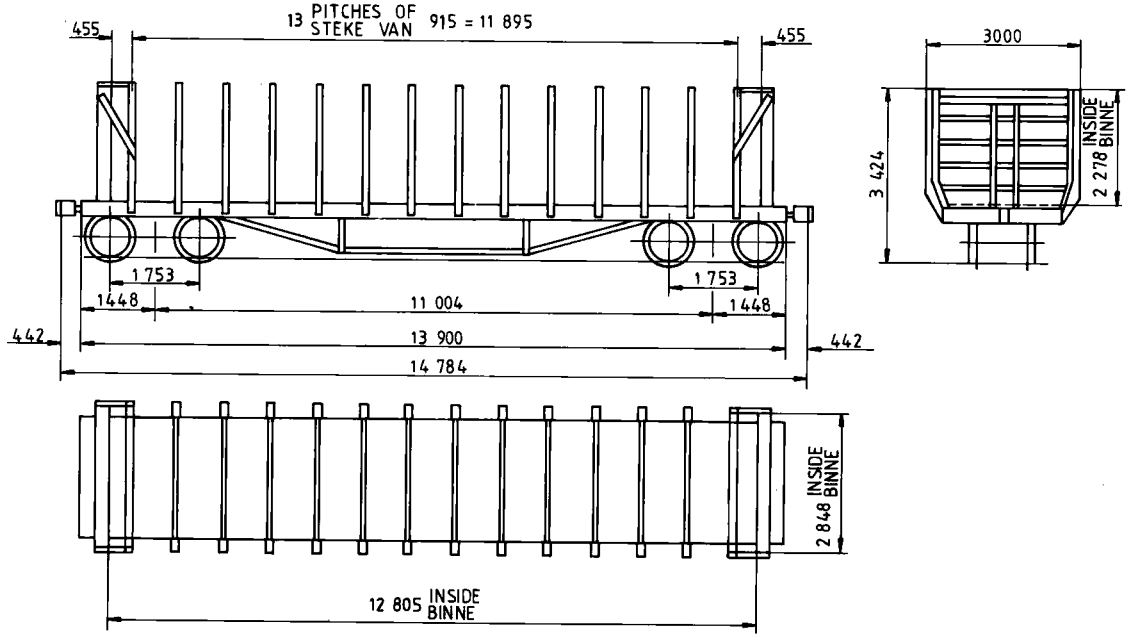
| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-100 003 / 17-101 093 | 1968 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ-7 | 1968 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 19 350 |
| Load kg / Vrag kg | 38 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 30,5 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 54,5 |
| | |
| | |

ST-1




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remverstelier

Remarks / Opmerkings :- REMOVABLE STANCHIONS / VERWYDERBARE STANDERS

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 4654 / 12 - 000 | |
| Bogie Type / Draaisteltipe | SPOORBARBER "HYBIRD" | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) – |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,8/27,1 | (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 990 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ROUGH TIMBER / RU-HOUT |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

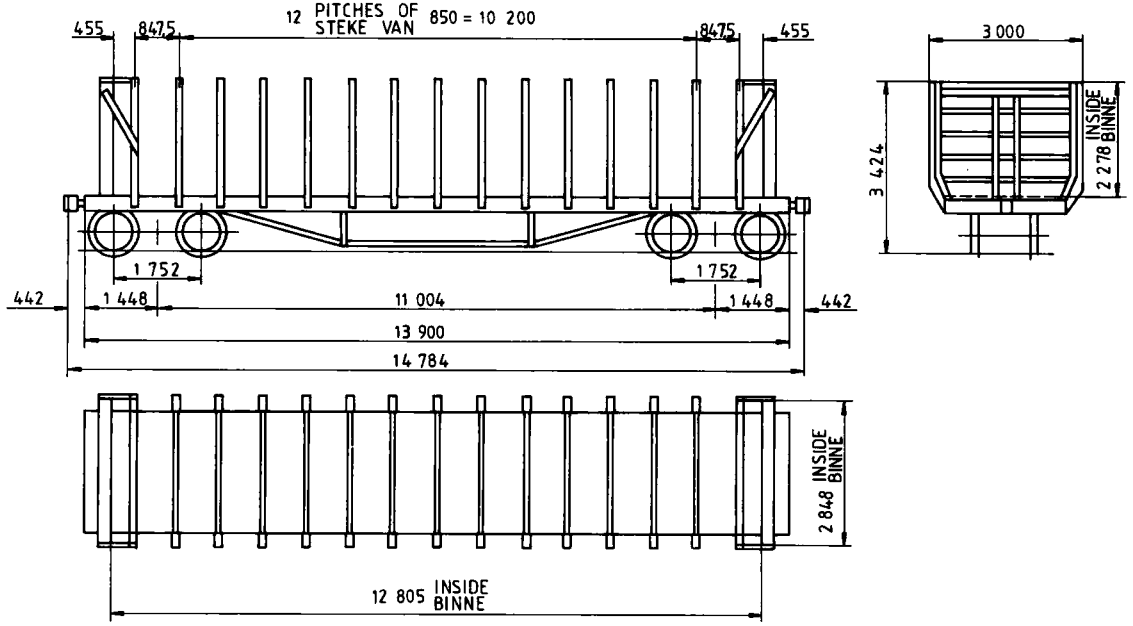
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-103 304 / 17-105 757 | 1978 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23 450 |
| Load kg / Vrag kg | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 31,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 81,4 |
| | |
| | |

ST - 4

259




Remarks :- REMOVABLE STANCHIONS
Opmerkings VERWYDERBARE STANDERS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-105 870 / 17-111 293<br>17-111 307 / 17-120 780<br>17-120 799 / 17-120 896<br>17-120 918 / 17-121 558 | 1978 - 1979 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 4446/12-000 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER "HYBIRD" | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remsteisel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) — | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage / Rempersentasie Empty / Loaded / Leeg / Met Vrag | (V) 86,4/27,2 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S | SAR / SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 995 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ROUGH TIMBER / RU HOUT |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

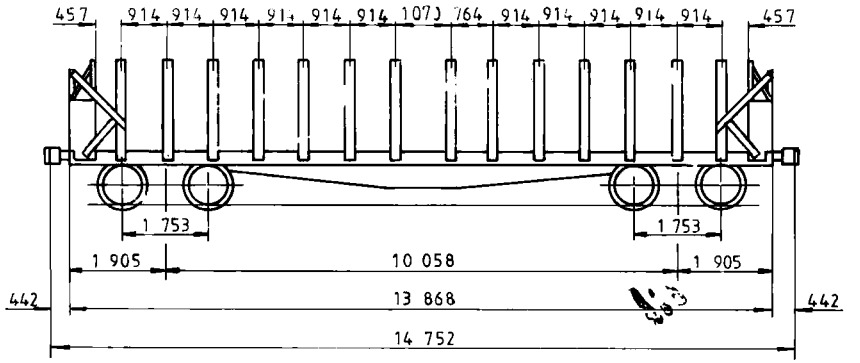
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 000 |
| Load kg / Vrag | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 31,8 |
| Capacity $m^3$ / Inhoudsvermoë | 81,4 |
| | |
| | |

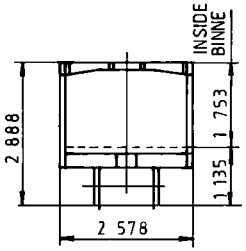
# ST-5

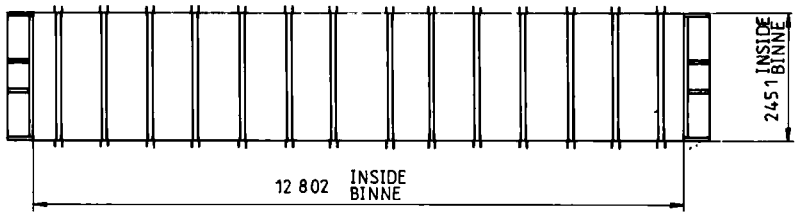
Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remsteisel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

260




Remarks / Opmerkings: REMOVABLE STANCHIONS / VERWYDERBARE STANDERS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-200 008 / 17-203 295 | 1969 - 1970 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| BAD | 1969 - 1970 |
| | |

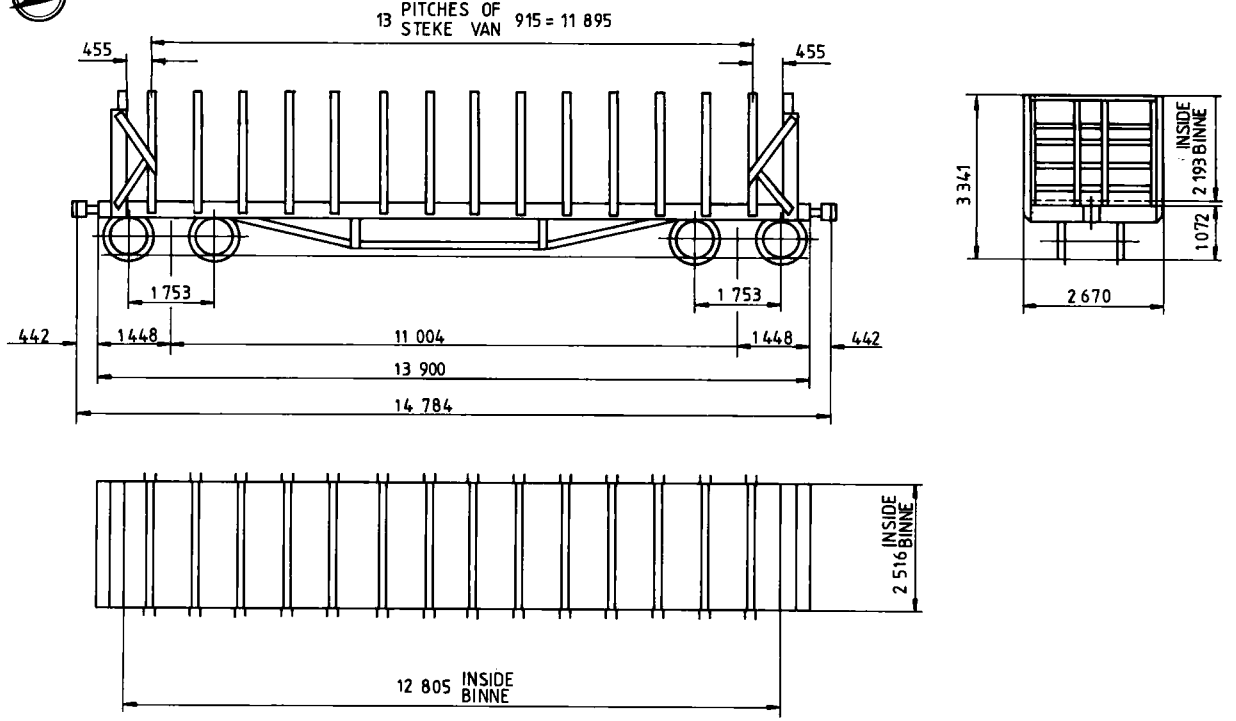
Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag-Handbediening

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 2903 / 12-000 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 902 | Tare (Average) kg / Tarra (Gemiddeld) kg | 21 000 |
| Bogie Type / Draaisteltipe | SPOORBARBER | | | | Load kg / Vrag kg | 48 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) kg / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | | | Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 31,4 |
| Brake System / Remstelsel | V/D/R | | | | Capacity $m^3$ / Inhoudsvermoë $m^3$ | 55 |
| Brake Cylinders / Remsilinders | (V) 4/15 | (L) — | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor kg | 74 000 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) — | Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 58,2/38,3 | (L) — | Converted for / Omskep vir | TIMBER / HOUT | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | | | |

STD-2

261




Remarks / Opmerkings: REMOVABLE STANCHIONS / VERWYDERBARE STANDERS

Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W 001 / D029 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | |
| Brake System / Remstelsel | V/D/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) – |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) – |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 46,8/30 | (L) – |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S | SAR / SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 868 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | TIMBER / HOUT |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

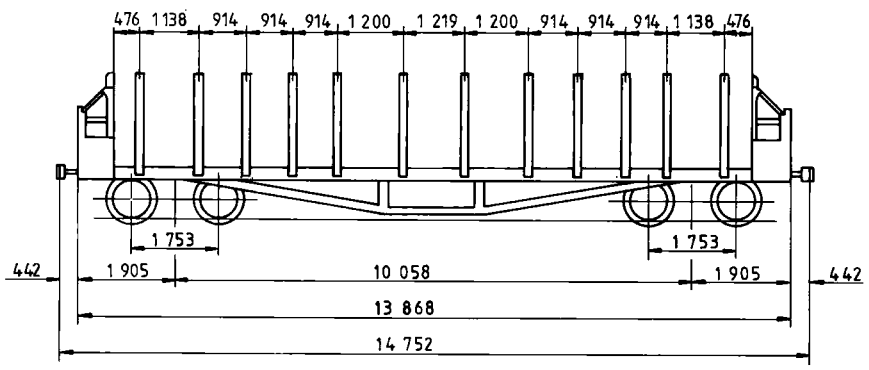
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 203 309 / 17 - 214 297 | 1975 - 1976 |

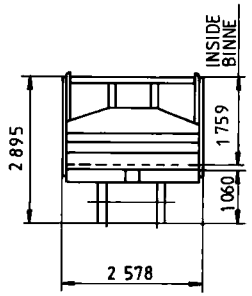
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

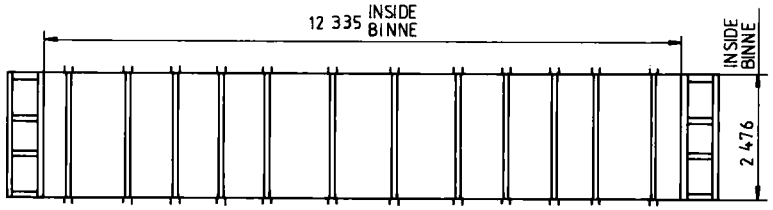
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 370 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 31 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 70,6 |
| | |
| | |

STD - 3

262




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings : RECODED FROM / HERKODEER VAN ST-1
REMOVABLE STANCHIONS
VERWYDERBARE STANDERS

| | |
|---|---|
| Drawing Number / Tekeningnommer | CME 2639 / 12 - 000<br>CME 2769 / 12 - 000 |
| Bogie Type / Draaisteltipe | SARCAST |
| Bearing Size / Laergrootte | 10 × 5 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 0 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2 / 21 (L) — |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 (50) (L) — |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 89,5 / 30,2 (L) — |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 884 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 60 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS<br>ALGEMENE GOEDERE |
| Converted for / Omskep vir | TIMBER<br>HOUT |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 100 003 / 17 - 101 093 | 1968 |

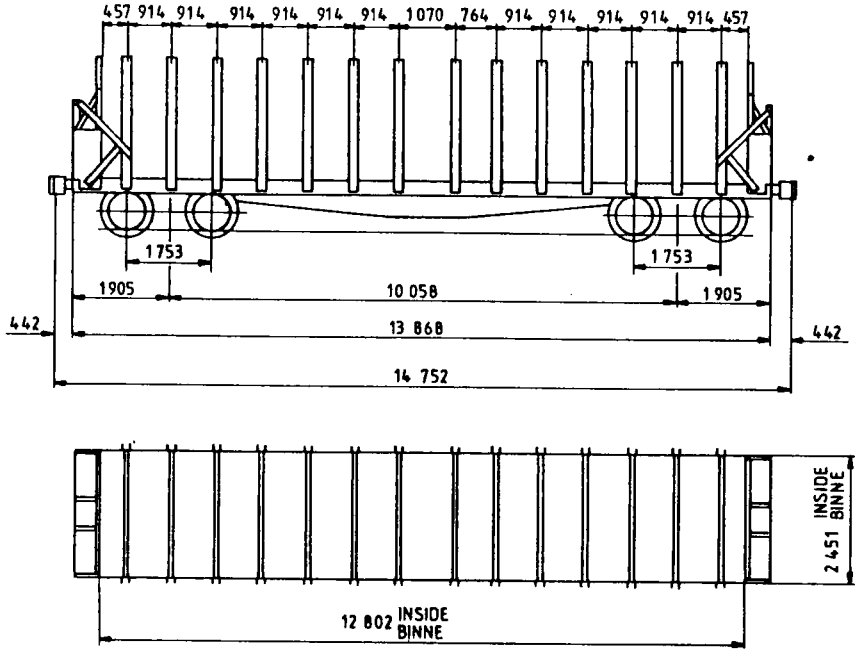
| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 7 | 1968 |
| | |

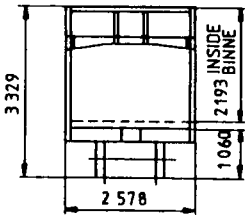
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 19 350 |
| Load kg / Vrag | 38 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 30,5 |
| Capacity $m^3$ / Inhoudsvermoë | 54,5 |

STJ - 1

263

(1)




**Drawgear Equipment - Trekwerktoerusting**

KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingwerking

SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingwerking

**Brake System - Remstelsel**

V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller

**Remarks / Opmerkings:** REMOVABLE STANCHIONS / VERWYDERBARE STANDERS

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 2903/12-000 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/15 | (L) – | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 6S | (L) – | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,5/22,1 | (L) – | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 902 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerpimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | TIMBER / HOUT |

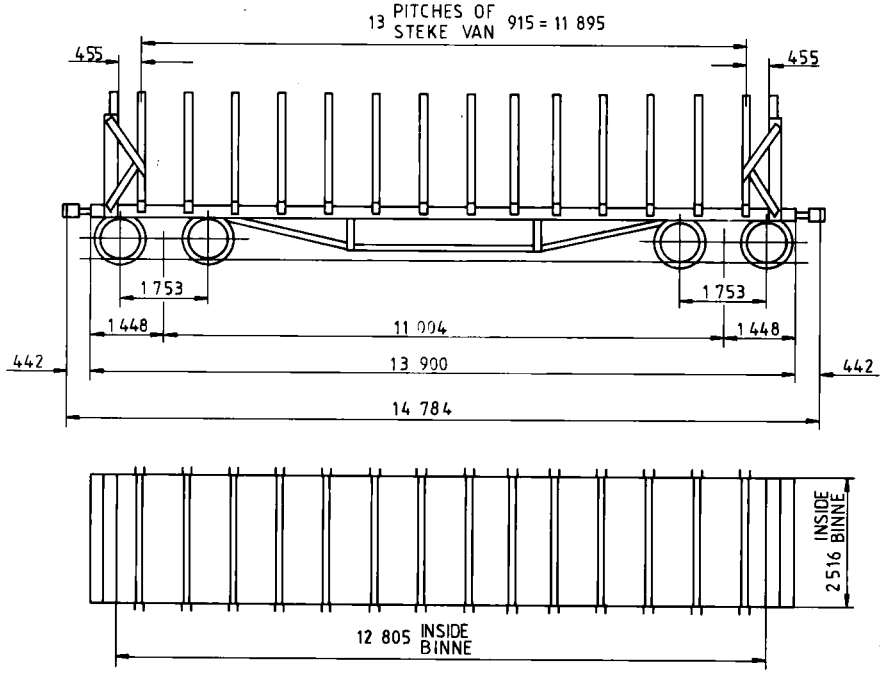
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

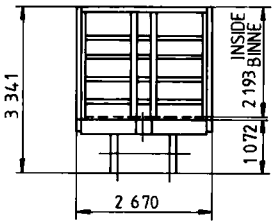
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-125 936 / 17-129 214 | 1969 - 1970 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| STD-2 | 1980 - 1981 |
| | |
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 500 |
| Load kg / Vrag kg | 48 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 31,4 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 68,8 |

# STJ - 2

264




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks : REMOVABLE STANCHIONS
Opmerkings : VERWYDERBARE STANDERS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17 - 124 018 / 17 - 125 928<br>17 - 129 222 / 17 - 138 272 | 1975 - 1976 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| STD - 3 | 1979 - 1981 |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W 001/ D029 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) — | |
| Train Pipe / Treinpyp<br>Brake Pipe/ Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 75 / 22,7 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S | / SAR / SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 929 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | TIMBER / HOUT |
| Converted for / Omskep vir | |

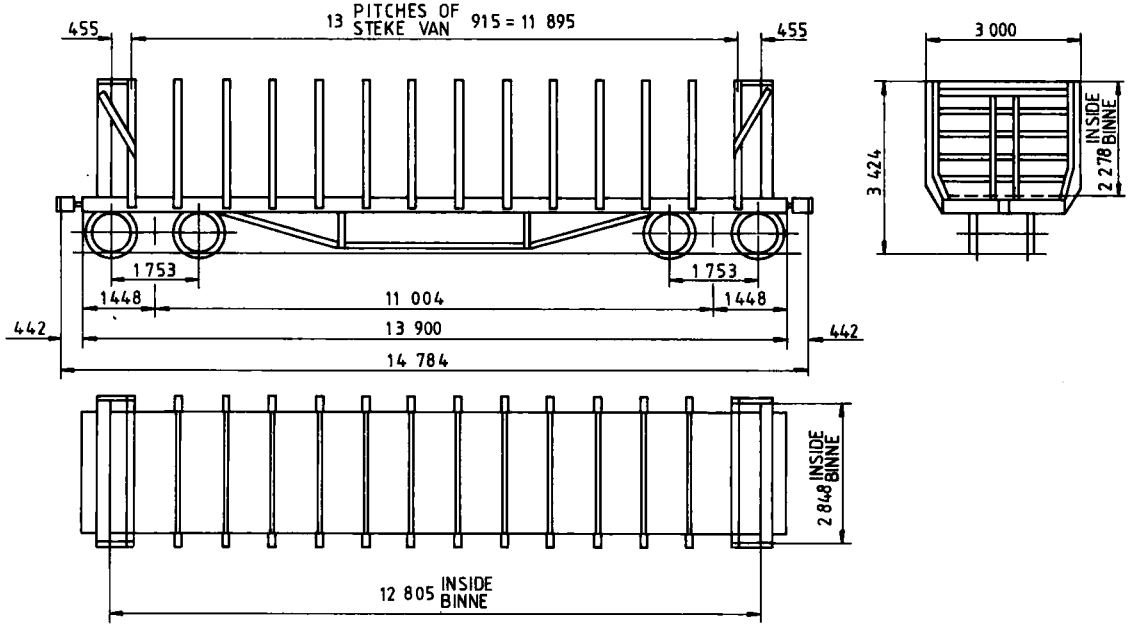
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 150 |
| Load kg / Vrag kg | 51 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 31 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 70,6 |
| | |
| | |

# STJ - 3

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- RECODED FROM ST-4
HERKODEER VAN

REMOVABLE STANCHIONS
VERWYDERBARE STANDERS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-101 107 / 17-103 290 | 1978 |
| 17-103 304 / 17-105 757 | 1978 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 4654 / 12-000 | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 990 |
| Bogie Type / Draaisteltipe | SPOORBARBER "HYBIRD" | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | V / R | | |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) – | Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) – | Originally designed for / Oorspronklik ontwerp vir | ROUGH TIMBER / RU - HOUT |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 84,8 / 27,1 (L) – | Converted for / Omskep vir | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | Revision / Hersiening | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | Date / Datum | |

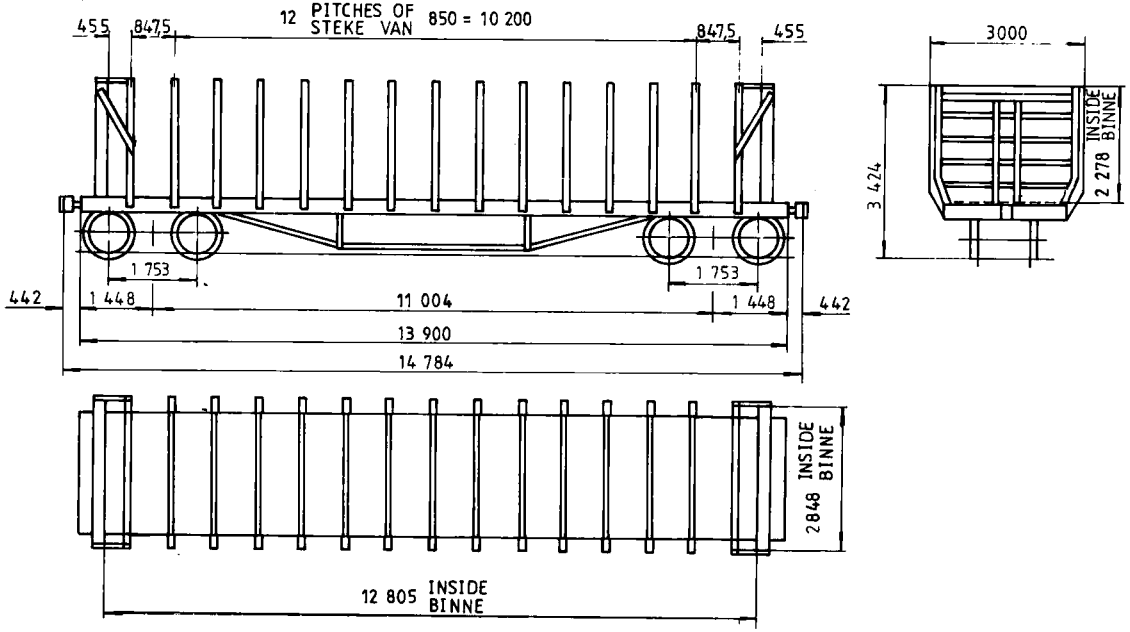
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 23 450 |
| Load kg / Vrag | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) | |
| Floor Area $m^2$ / Vloeroppervlakte | 31,8 |
| Capacity $m^3$ / Inhoudsvermoë | 81,4 |

# STJ-4

266

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties / Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :- REMOVABLE STANCHIONS / VERWYDERBARE STANDERS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-105 870 / 17-111 293<br>17-111 307 / 17-120 780<br>17-120 799 / 17-120 896<br>17-120 918 / 17-121 558 | 1978 - 1979 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 4446/12-000 | | |
| Bogie Type / Draaisteltipe | SPOORBARBER "HYBRID" | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) — | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) — | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 86,4/27,2 | (L) — | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S | / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 995 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | ROUGH TIMBER / RU-HOUT |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | | |
|---|---|---|---|---|---|---|---|
| Date / Datum | | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23 000 |
| Load kg / Vrag kg | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 31,8 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 81,4 |
| | |
| | |

# STJ-5

SPOORWEG

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidrouliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidrouliese Kussinginrigting

Brake System - Remstelsel

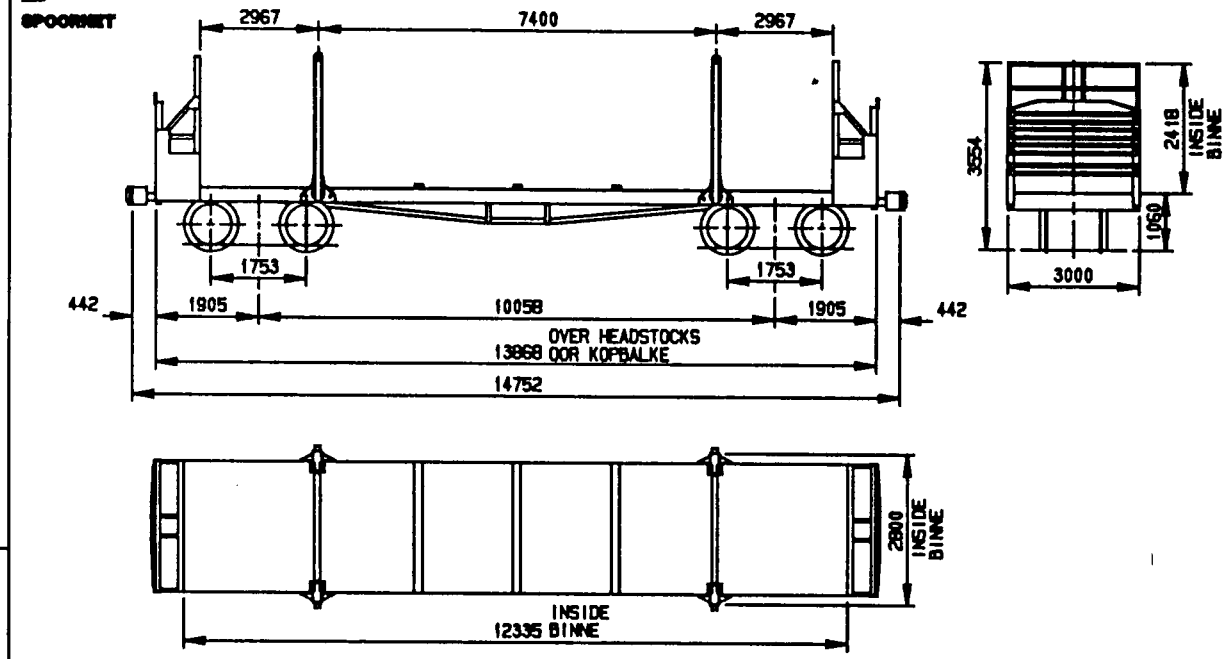
Dual Power - Automatic
A Treekrag - Outomaties

Slack Adjuster
R Remverstoller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Treekrag - Handbediening







Remarks
Opmerkings :-

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS A053_001_C99 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | |
| Bogie Type<br>Draaistelltipe | SARCAST | | | | |
| Bearing Size<br>Lagergrootte | 10x5 | | | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 6/0 | | | | |
| Brake System<br>Remstelsel | V | | | | |
| Brake Cylinders<br>Remsilinders | (V) 2/21 | (L) | Design Limit - Mass on Rail<br>Ontwerplimiet - Massa op Spoor kg | 60000 | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 (50) | (L) | Originally designed for<br>Oorspronklik ontwerp vir | GENERAL GOODS | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 92.8/27.6 | | Converted for<br>Omskep vir | TIMBER<br>HOUT | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Herziening | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP - S / SAR<br>SAS | | Date<br>Datum | | |

| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 17-172 586 , 17-172 594 | 1968 |
| Converted from<br>Omskep van | Date<br>Datum |
| STJ-1 | 1991 |
| | |
| Tare (Average)<br>Tarra (Gemiddeld) kg | 18650 |
| Load<br>Vrag | 44000 |
| Load (Coal)<br>Vrag (Steenkool) kg | |
| Floor Area<br>Vloeroppervlakte $m^2$ | 34.54 |
| Capacity<br>Inhoudevermoe $m^3$ | 83.51 |

STJ-9

SPOORNET

Drawgear Equipment - Trekverkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

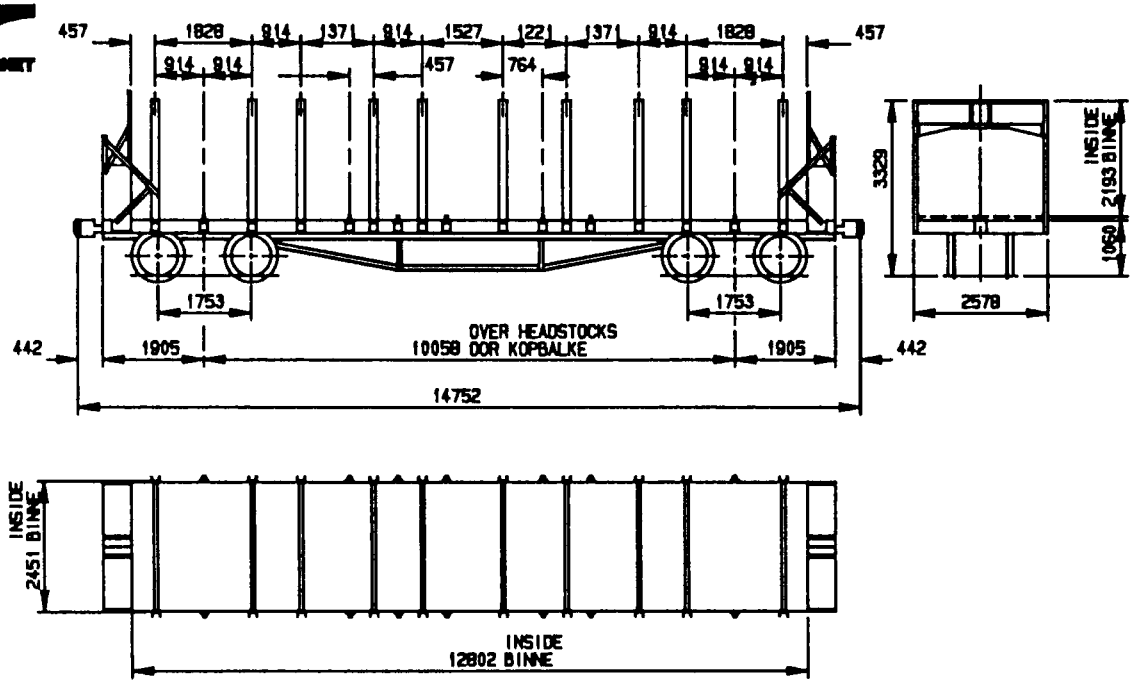
V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Remverstelliter




Remarks
Opmerkings 1-

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS A011_001_A21 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | |
| Bogie Type<br>Draisteltipe | SPOORBARBER | | | | |
| Bearing Size<br>Lagergroette | D | | | | |
| Springs per Bogie Outer / Inner<br>Vere per Draisteel Buite / Binne | 10/10 | | | | |
| Brake System<br>Remstelsel | V/R | | | | |
| Brake Cylinders<br>Remsilinders | (V) 2/15 | | Design Limit - Mass on Rail<br>Ontwerpsimiet - Massa op Spoor kg | 74000 | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | | Originally designed for<br>Oorspronklik ontwerp vir | TIMBER<br>HOUT | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V)<br>(L) 90,5/22,6 | | Converted for<br>Omskep vir | TIMBER<br>HOUT | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Herziening | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/ SAR<br>SAS | | Date<br>Datum | | |

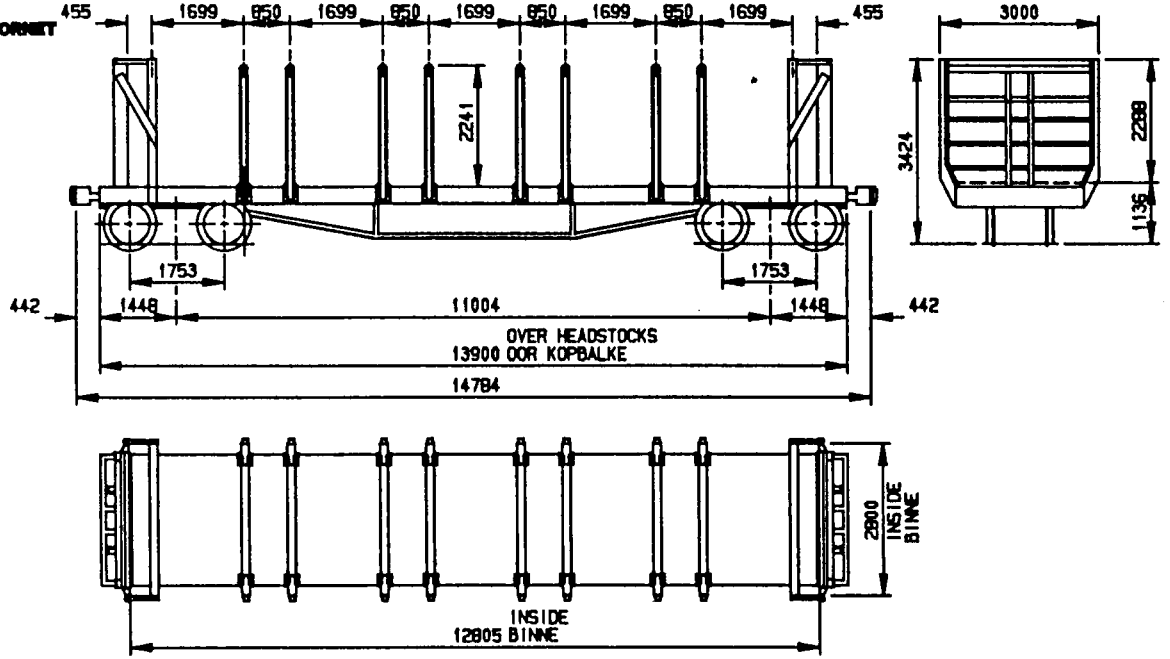
| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 17-125 944 / 17-202 965 | 1969-1970 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| STJ-2 | 1993 |
| | |

| | | |
|---|---|---|
| Tare (Average)<br>Tarra (Gemiddeld) kg | 20350 |
| Load<br>Vrag | 52000 |
| Load (Coal)<br>Vrag (Steenkool) kg | |
| Floor Area<br>Vloeroppervlakte $m^2$ | 31.4 |
| Capacity<br>Inhoudevermoe $m^3$ | 68.8 |

STJ-12

SPOORNET




Remarks / Opmerkings 1-

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-101 107 / 17-103 290<br>17-103 304 / 17-105 757 | 1978<br>1978 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| STJ-4 | 1982 |
| | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | | RS A012_001_A21 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 22620 |
| Bogie Type / Draaisteltipe | | SPOORBARBER "HYBRID" | | | | Load / Vrag | 50000 |
| Bearing Size / Lagergrootte | | D | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie / Vere per Draaistel | Outer / Inner / Buite / Binne | 10/10 | | | | Floor Area / Vloeroppervlakte $m^2$ | 35.88 |
| Brake System / Remstelsel | | V/R | | | | Capacity / Inhoudsvermoë $m^3$ | 89.52 |
| Brake Cylinders / Remsilinders | | (V) 2/18 | (L) 1/10x12 | Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 74000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | ROUGH TIMBER / RU-HOUT | | |
| Brake Percentage / Rempersentasie | Empty / Loaded / Leeg / Met Vrag | (V) 87.9 / 27.4<br>(L) | | Converted for / Omskep vir | | | |
| Draugear Equipment / Trekwerkuitrusting | | AAR M901 E | | Revision / Herstelning | | | |
| Coupler / Yoke / Koppelaar / Juk | | SASKOP-S/ | SAR / SAS | Date / Datum | | | |

STJ-13

Draugear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device / Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device / Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic / A Tweekrag - Outomaties

R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually Operated / Tweekrag - Handbediening

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
A Tweekrag - Outomaties

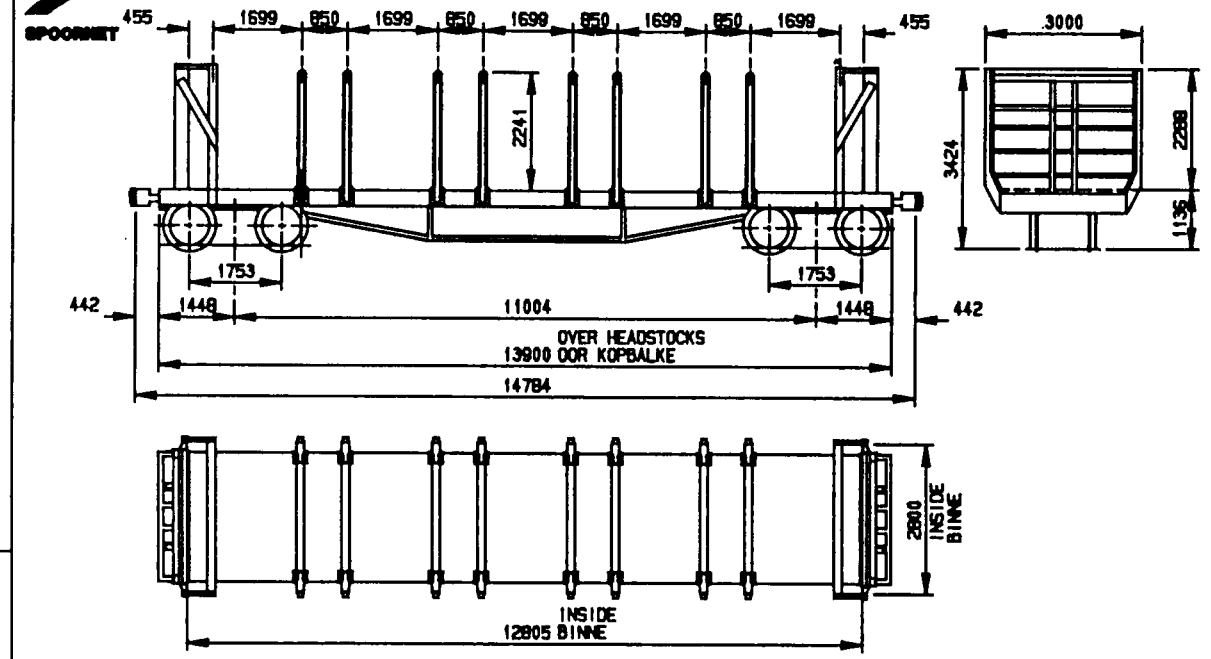
R Slack Adjuster
Remverstoller

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

SPOORNET




Remarks
Opmerkings :-

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | RS A012_001_A21 | | |
| Bogie Type / Draaistelltipe | SPOORBARBER "HYBRID" | | |
| Bearing Size / Lagergroette | D | | |
| Springs per Bogie / Vere per Draaistel — Outer / Buite — Inner / Binne | 10/10 | | |
| Brake System / Remstelsel | V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) | |
| Train Pipe / Treinpyp — Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage — Empty / Loaded — Remperentasie — Leeg / Met Vrag | (L) B6,4/27,2 | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/ SAR / SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| Design Limit - Mass on Rail / Ontwerplimiet - Massa op Spoor kg | 74000 |
| Originally designed for / Oorspronklik ontwerp vir | ROUGH TIMBER / RU-HOUT |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | |
|---|---|---|---|---|
| Date / Datum | | | | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-105 870 / 17-121 558 | 1978/79 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| ST/J-5 | 1993/94 |
| | |

| | | |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 23000 |
| Load / Vrag | | 50000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 35.88 |
| Capacity / Inhoudsvermoe | $m^3$ | 89.52 |

STJ-15

Drawgear Equipment - Trekwerkuitrusting

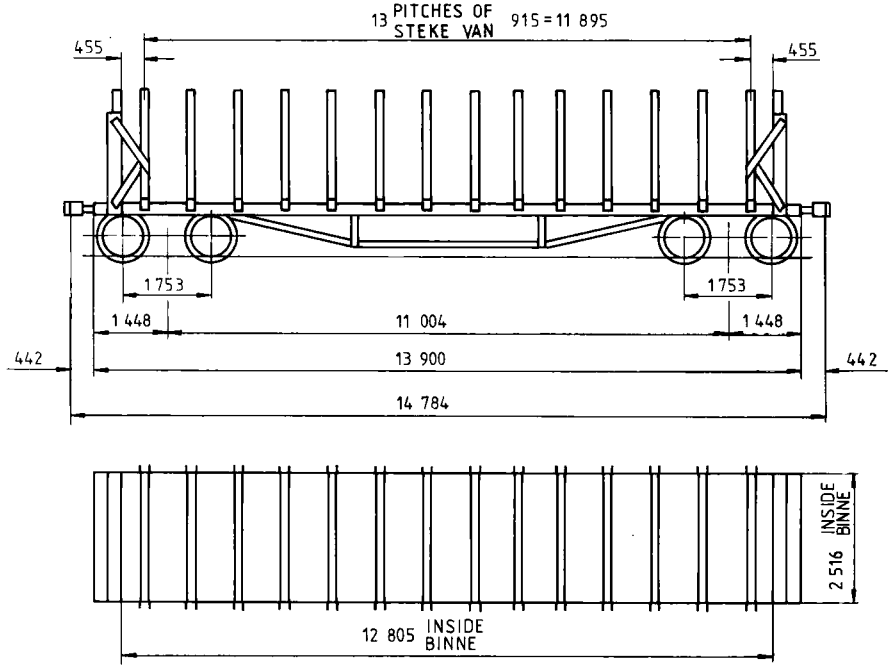
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

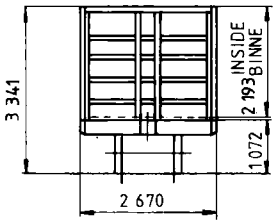
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks : REMOVABLE STANCHIONS
Opmerkings : VERWYDERBARE STANDERS

| Vehicle Numbers Voertuignommers | Placed in Service In Gebruik Geneem |
|---|---|
| 17-124 018 / 17-125 928<br>17-129 222 / 17-138 272 | 1975-1976 |

| Converted from Omskep van | Date Datum |
|---|---|
| STJ-3 | 1985- |
| | |

| | | | |
|---|---|---|---|
| Drawing Number Tekeningnommer | W 001/DO 29 | | |
| Bogie Type Draaisteltipe | SPOORBARBER | | |
| Bearing Size Laergrootte | D | | |
| Springs per Bogie Outer / Inner Vere per Draaistel Buite / Binne | 10/10 | | |
| Brake System Remstelsel | L/V/R | | |
| Brake Cylinders Remsilinders | (V) 2/18 | (L) 1/10×12 | |
| Train Pipe / Treinpyp Brake Pipe / Rempyp | (V) 65 | (L) 32 | |
| Brake Percentage Empty / Loaded Rempersentasie Leeg / Met Vrag | (V) 79,7/24,1 | (L) 72,4/21,9 | |
| Drawgear Equipment Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) Swaartepunt (Leeg) | 929 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for Oorspronklik ontwerp vir | TIMBER HOUT |
| Converted for Omskep vir | |

| Revision Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date Datum | | | | | | |

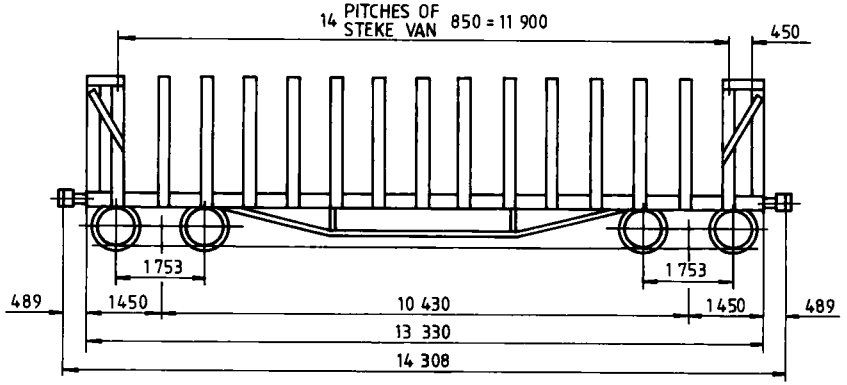
| | |
|---|---|
| Tare (Average) kg Tarra (Gemiddeld) | 22 150 |
| Load kg Vrag | 51 000 |
| Load (Coal) kg Vrag (Steenkool) | |
| Floor Area $m^2$ Vloeroppervlakte | 31 |
| Capacity $m^3$ Inhoudsvermoë | 70,6 |
| | |
| | |

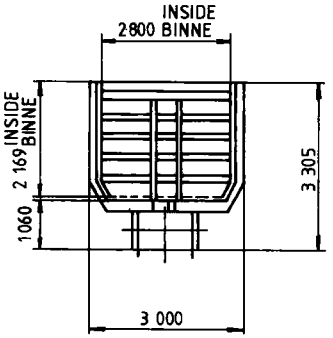
# STLJ - 3

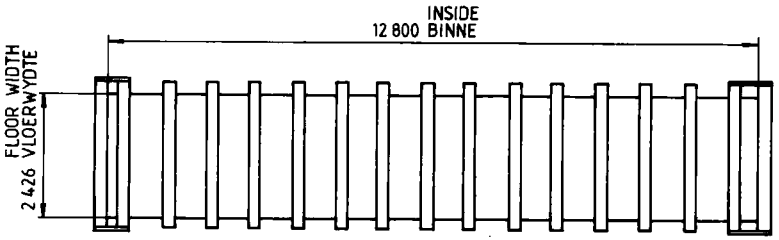
269

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks : FIXED STANCHIONS
Opmerkings : VASTE STANDERS

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-138 280 / 17-151 473 | 1981-82 |
| 17-151 481 / 17-156 963 | 1982-83 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/F033 | | |
| Bogie Type / Draaisteltipe | HS MK VII | | |
| Bearing Size / Laergrootte | D | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | |
| Brake System / Remstelsel | L/V/R | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 × 12 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 74,5 / 23,1 | (L) 64,2 / 19,9 | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | E/E | | |

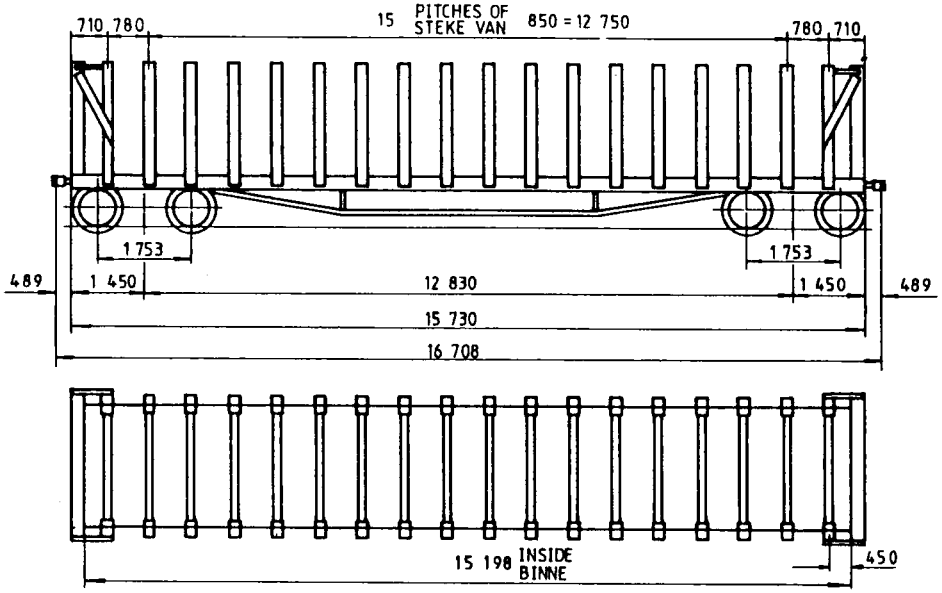
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 985 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 74 000 |
| Originally designed for / Oorspronklik ontwerp vir | TIMBER / HOUT |
| Converted for / Omskep vir | |

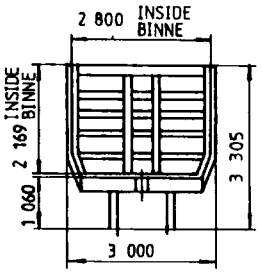
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 460 |
| Load kg / Vrag kg | 50 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 31 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 76,7 |
| | |
| | |

# STLJ-6

270




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidroulies kussingrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidroulies kussingrigting

Brake System - Remsteelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller

Remarks / Opmerkings :- FIXED STANCHIONS / VASTE STANDERS

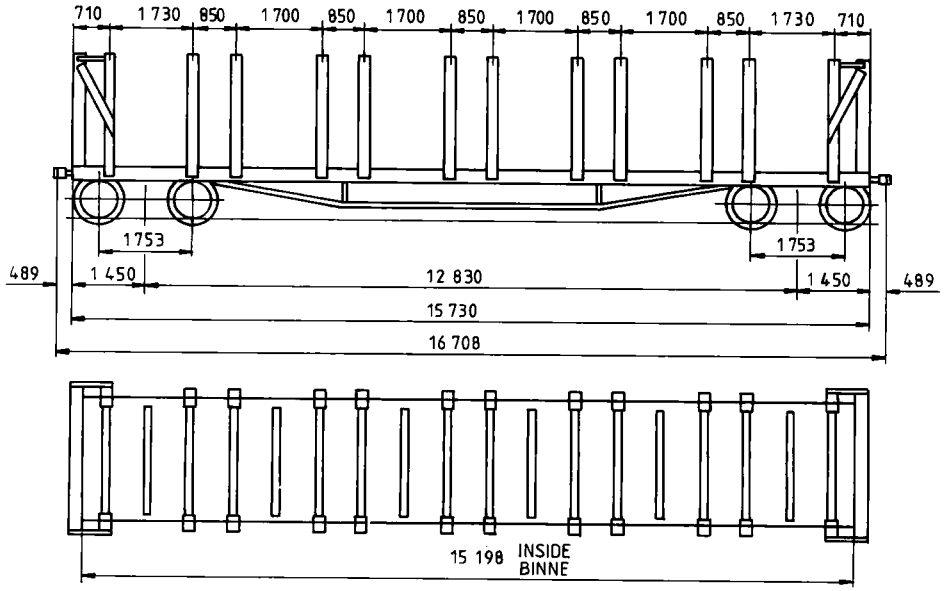
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-156 971 / 17-161 932<br>17-162 483 / 17-165 229 | 1984 - 1985<br>1984 - 1986 |

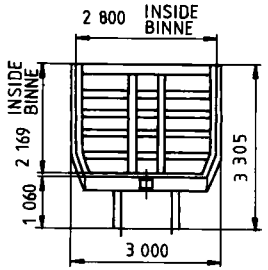
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001 / F 034 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 035 | Tare (Average) / Tarra (Gemiddeld) kg | 23 600 |
| Bogie Type / Draaisteltipe | HS MK VII | | | | Load / Vrag kg | 50 000 |
| Bearing Size / Laergrootte | D | | | | Load (Coal) / Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 10 | | | | Floor Area / Vloeroppervlakte $m^2$ | 36,9 |
| Brake System / Remsteelsel | L/V/R | | | | Capacity / Inhoudsvermoë $m^3$ | 92,1 |
| Brake Cylinders / Remsilinders | (V) 2 / 18 | (L) 1/10 × 12 | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 80 000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | TIMBER / HOUT | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,6 / 22,6 | (L) 60,7 / 19,5 | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | E/E | | Date / Datum | | | |

STLJ-7

271




**Remarks / Opmerkings** :- FIXED STANCHIONS / VASTE STANDERS

**Drawgear Equipment · Trekwerkuitrusting**

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

**Brake System · Remstelsel**

A Dual Power-Automatic / Tweekrag-Outomaties

R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | W001/F034 | |
| Bogie Type / Draaisteltipe | HS MK VII | |
| Bearing Size / Laergrootte | D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 /10 | |
| Brake System / Remstelsel | L/V/R | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10 x 12 |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,6 / 22,6 | (L) 60,7 / 19,5 |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | E/E | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 980 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 80 000 |
| Originally designed for / Oorspronklik ontwerp vir | TIMBER / HOUT |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

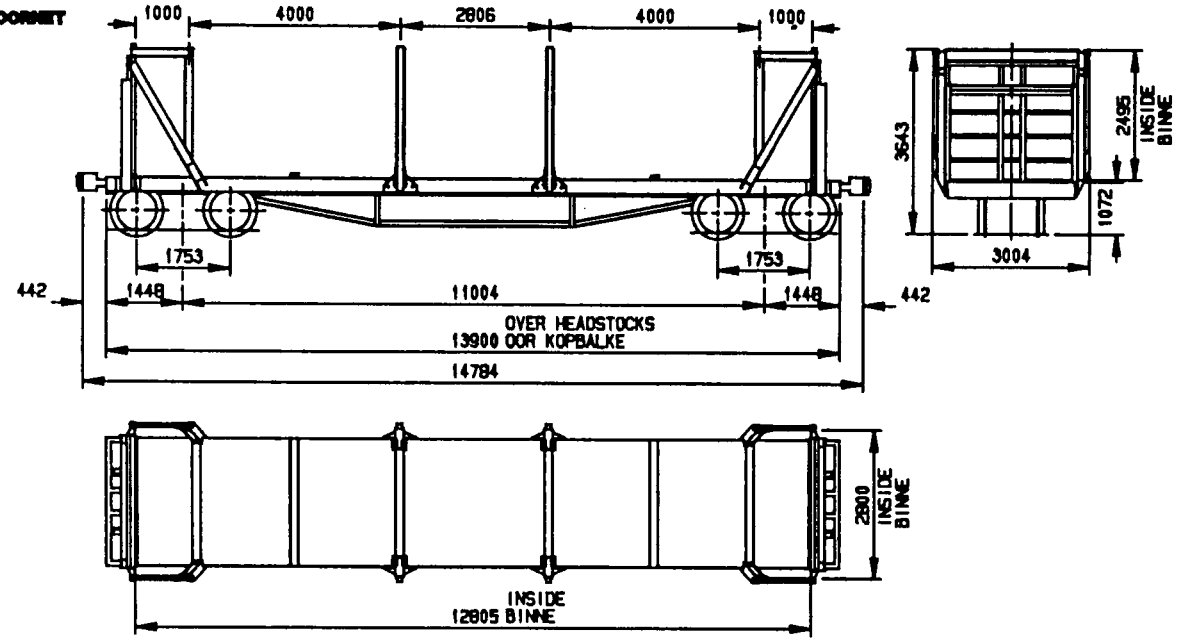
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-166 004 / 17-167 094 | 1984 - 1986 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| STLJ-7 | 1990 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 22 000 |
| Load kg / Vrag kg | 51 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 36,9 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | 92,1 |
| | |
| | |

# STLJ-8

SPOORNET




Remarks
Opmerkings 1-

| Vehicle Number Range<br>Voertuignommerreeks | Placed In Service<br>In Gebruik Geneem |
|---|---|
| 17-124 085,17-124 093<br>17-124 158,17-124 255<br>17-124 263,17-124 336<br>17-124 344,17-124 522<br>17-124 859,17-124 956<br>17-125 154,17-125 189<br>17-125 731,17-130 050<br>17-130 115,17-130 166<br>17-130 301,17-130 336<br>17-130 352,17-130 778<br>17-130 794,17-130 840<br>17-130 883,17-131 081<br>17-131 111,17-131 502<br>17-131 839,17-131 855<br>17-131 871,17-132 444<br>17-132 495,17-132 681<br>17-133 580,17-133 696<br>17-133 858,17-134 072<br>17-135 044,17-135 605<br>17-135 613,17-136 296<br>17-136 490,17-137 098<br>17-137 527,17-137 616<br>17-137 659,17-137 756<br>17-137 802,17-138 140<br>17-138 191,17-138 248 | 1975-76 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| STLJ-3 | 1992 |
| | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS A002_001_A21 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | | Tare (Average)<br>Tarra (Gemiddeld) kg | 20600 |
| Bogie Type<br>Draaistelitipe | SPOORBARBER | | | | | Load<br>Vrag | 52500 |
| Bearing Size<br>Lagergrootte | D | | | | | Load (Coal)<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | | Floor Area<br>Vloeroppervlakte $m^2$ | 35.88 |
| Brake System<br>Remstelsel | L/Y/R | | | | | Capacity<br>Inhoudsvermoë $m^3$ | 89.52 |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | (L) 1/10x12 | Design Limit - Mass on Rail<br>Ontwerpimiet - Massa op Spoor kg | | 74000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for<br>Oorspronklik ontwerp vir | | TIMBER<br>HOUT | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 85.7 / 24.1<br>(L) 77.9 / 21.9 | | Converted for<br>Omskep vir | | 9 METRE TIMBER POLES<br>METER HOUT PALE | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S/ SAR<br>SAS | | Date<br>Datum | | | | |

STLJ-10

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
A Tweekrag - Outomaties

R Slack Adjuster
Remverstetter

V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

SPOORNET

Drawgear Equipment - Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

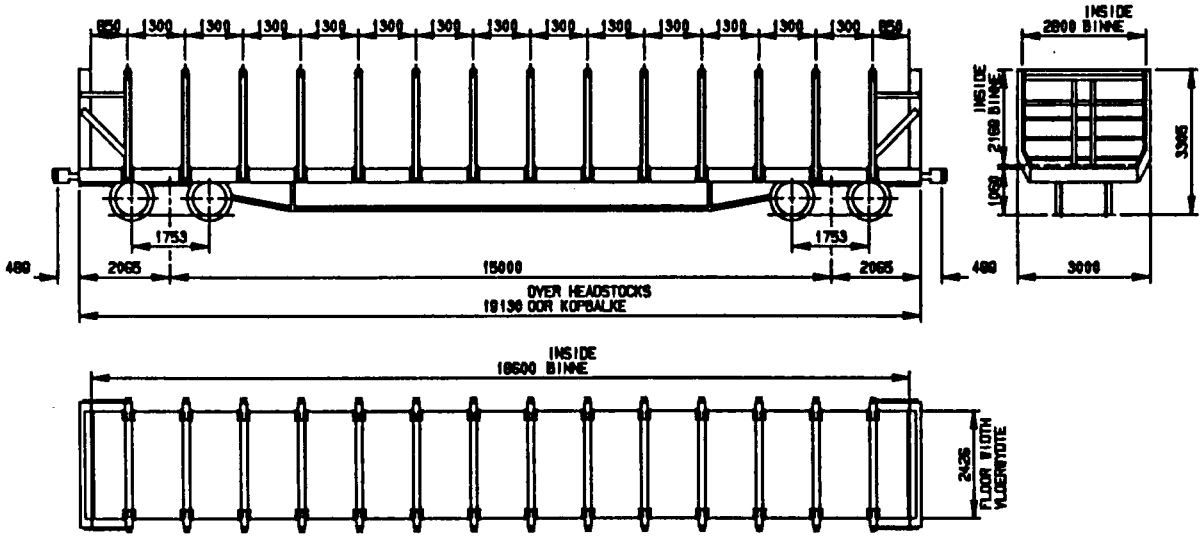
V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

A Dual Power - Automatic
Tweekrag - Outomaties

R Slack Adjuster
Raamversteller




Remarks
Opmerkings 1-

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS A188_001_C00 | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | Tare (Average) kg<br>Tarra (Gemiddeld) kg | 26250 |
| Bogie Type<br>Draaistelltipe | HS MK VII | | | Load<br>Vrag | 54000 |
| Bearing Size<br>Lagergrootte | D | | | Load (Coal)<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10 / 10 | | | Floor Area $m^2$<br>Vloeroppervlakte $m^2$ | 45 |
| Brake System<br>Remstelsel | L/V/R | | | Capacity $m^3$<br>Inhoudevermoe $m^3$ | 114.7 |
| Brake Cylinders<br>Remsilinders | (V) 2/18<br>(L) 1/18 x 12 | Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor kg | 80000 | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65<br>(L) 32 | Originally designed for<br>Oorspronklik ontwerp vir | TIMBER<br>HOUT | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 53.0 / 20.0<br>(L) 55.0 / 18.0 | Converted for<br>Omskep vir | TIMBER<br>HOUT | | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | Revision<br>Hersiening | | | |
| Coupler / Yoke<br>Koppelaar / Juk | NS / NS | Date<br>Datum | | | |

| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 17-138 200 / 17-196 963 | 1981 - 1983 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| STLJ-6 | 1993 |
| | |

STLJ-11

Draugear Equipment – Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System – Remstelsel

Dual Power – Automatic
A Treekrag – Outomaties

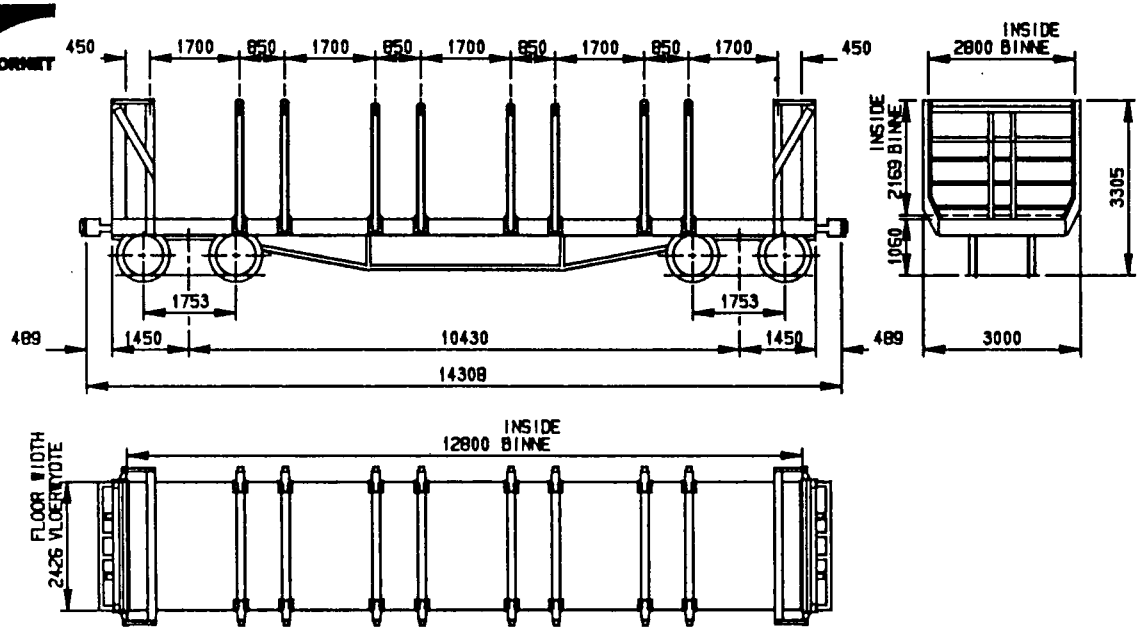
Slack Adjuster
R Remverstellar

V Vacuum
Vakuum

L Air
Lug

D Dual Power – Manually Operated
Treekrag – Handbediening

SPOORNET




Remarks
Opmerkings 1-

| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 17-138 280 / 17-151 473<br>17-151 481 / 17-156 963 | 1981-82<br>1982-83 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| STLJ-6 | 1993 |
| | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | RS A008_001_A21 | | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | | Tare (Average)<br>Tarra (Gemiddeld) kg | 20510 |
| Bogie Type<br>Draaistelltipe | HS Mk VII | | | | | Load<br>Vrag | 50000 |
| Bearing Size<br>Lagergrootte | D | | | | | Load (Coal)<br>Vrag (Steenkool) kg | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 10/10 | | | | | Floor Area<br>Vloeroppervlakte $m^2$ | 31 |
| Brake System<br>Remstelsel | L/V/R | | | | | Capacity<br>Inhoudsvermoë $m^3$ | 76.7 |
| Brake Cylinders<br>Remsilinders | (V) 2/18 | (L) 1/10x12 | Design Limit – Mass on Rail<br>Ontwerplimiet – Massa op Spoor kg | 74000 | | | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for<br>Oorspronklik ontwerp vir | ROUGH TIMBER<br>RU-HOUT | | | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 81.6 / 23.8<br>(L) 70.3 / 20.5 | | Converted for<br>Omskep vir | ROUGH TIMBER<br>RU-HOUT | | | |
| Draugear Equipment<br>Trekwerkuitrusting | AAR M901 E | | Revision<br>Hersiening | | | | |
| Coupler / Yoke<br>Koppelaar / Juk | E / E | | Date<br>Datum | | | | |

STLJ – 14

SPOORNET

Drawgear Equipment – Trekwerkuitrusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidrouliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidrouliese Kussinginrigting

Brake System – Remstelsel

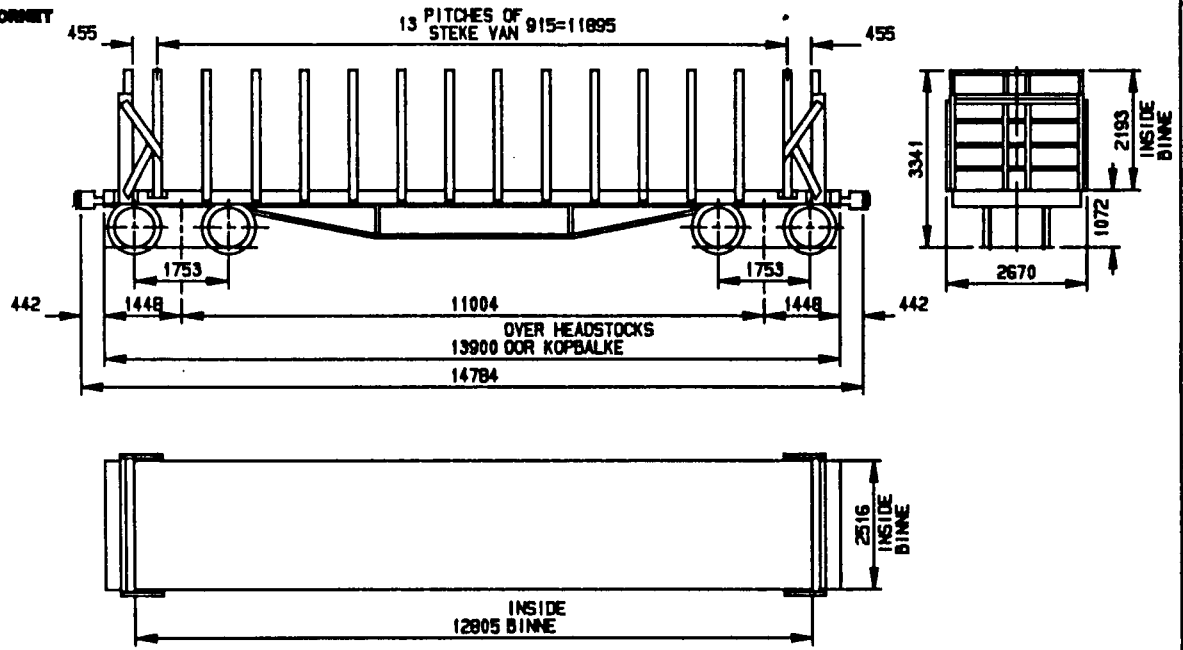
Dual Power – Automatic
A Tweekrag – Outomaties

Slack Adjuster
R Remverstelder

V Vacuum
Vakuum

L Air
Lug

D Dual Power – Manually Operated
Tweekrag – Handbediening




Remarks
Opmerkings 1-

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/D029 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 929 | |
| Bogie Type / Draisteltipe | SPOORBARBER | | | | |
| Bearing Size / Lagergrootte | D | | | | |
| Springs per Bogie / Vere per Draistel — Outer / Inner / Buite / Binne | 10/10 | | | | |
| Brake System / Remstelsel | L/V/R | | | | |
| Brake Cylinders / Remsilinders | (V) 2/18 | (L) 1/10x12 | Design Limit – Mass on Rail / Ontwerplimiet – Massa op Spoor kg | 74000 | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) 32 | Originally designed for / Oorspronklik ontwerp vir | TIMBER / HOUT | |
| Brake Percentage — Empty / Loaded / Rempersentasie — Leeg / Met Vrag | (V) 79.7/24.1<br>(L) 72.4/21.9 | | Converted for / Omskep vir | STEEL / STAAL | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Herziening | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S/SAR / SAS | | Date / Datum | | |

| Vehicle Number Range / Voertuignommerreeks | Placed in Service / In Gebruik Geneem |
|---|---|
| 17-125 448,17-125 669<br>17-129 222/17-129 761 | 1975-76 |
| Converted from / Omskep van | Date / Datum |
| STLJ-3 | 1993 |
| | |

| | | | |
|---|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 22150 |
| Load / Vrag | | 51000 |
| Load (Coal) / Vrag (Steenkool) | kg | |
| Floor Area / Vloeroppervlakte | $m^2$ | 31 |
| Capacity / Inhoudevermoë | $m^3$ | 70.6 |

STMLJ-1

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Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

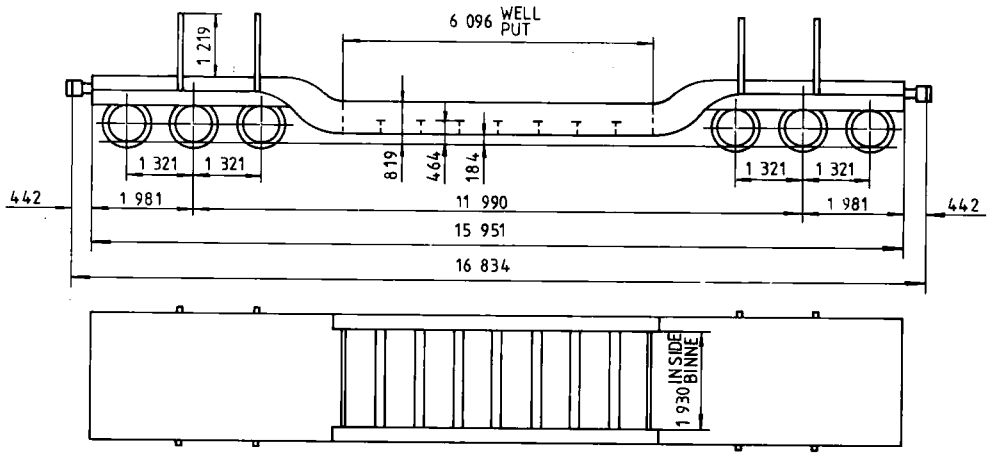
A Dual Power - Automatic / Tweekrag - Outomaties

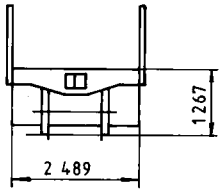
R Slack Adjuster / Remversteller

V Vacuum / Vakuum

L Air / Lug

D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 16-010 000 | 1928 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | C.E.No. A 1/13486 | | |
| Bogie Type / Draaisteltipe | BUCKEYE | | |
| Bearing Size / Laergrootte | 11×5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 16/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50/65 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 55,1/17,8 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 667 | | |
| | | | |
| | | | |
| | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 101 920 | | |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | | |
| Converted for / Omskep vir | | | |

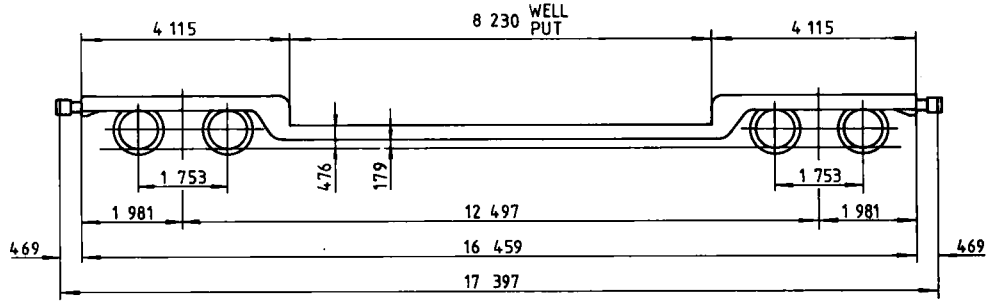
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

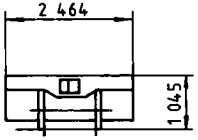
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 32 920 |
| Load (Over all) / Vrag (Oor geheel) kg | 69 000 |
| Load (In well) / Vrag (In put) kg | 69 000 |
| Floor Area (Over all) $m^2$ / Vloeroppervlakte (Oor geheel) | — |
| Floor Area (Over well) / Vloeroppervlakte (Oor put) $m^2$ | — |
| | |
| | |

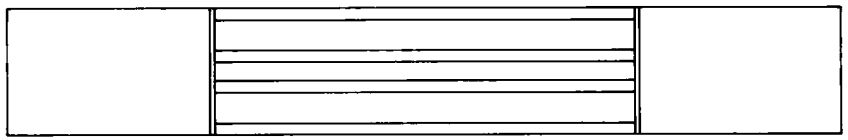
U-8

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller



Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 16 - 011 015 | 1948 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W1/10664 | | |
| Bogie Type / Draaisteltipe | DIAMOND FRAME RUITRAAM | | |
| Bearing Size / Laergrootte | 11 × 5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 85,2/31,1 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | RUBBER | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP – M / – | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 635 | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 68 000 | | | | | | |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | | | | | | |
| Converted for / Omskep vir | | | | | | | |
| Revision / Hersiening | | | | | | | |
| Date / Datum | | | | | | | |

| | | |
|---|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 24 660 | |
| Load (Over all) / Vrag (Oor geheel) kg | 43 000 | |
| Load (In well) / Vrag (In put) kg | 24 000 | |
| Floor Area (Over all) $m^2$ / Vloeroppervlakte (Oor geheel) | — | |
| Floor Area (Over well) / Vloeroppervlakte (Oor put) $m^2$ | — | |

U - 9

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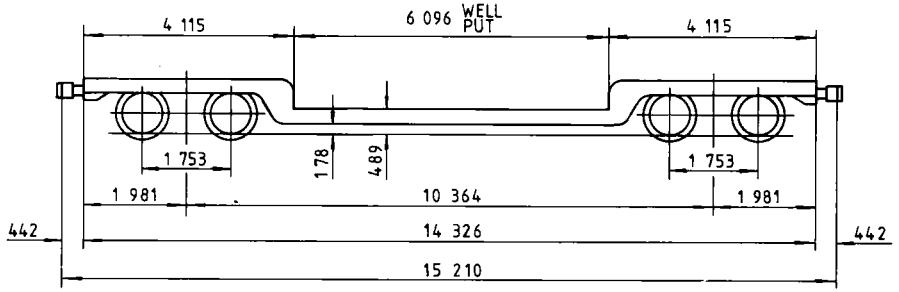
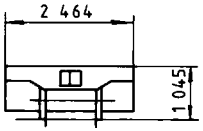
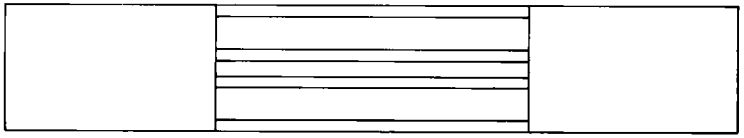


Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 16 - 012 003, 16-012 011 | 1950 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | W1/10753 | | |
| Bogie Type<br>Draaisteltipe | DIAMOND FRAME<br>RUITRAAM | | |
| Bearing Size<br>Laergrootte | $11 \times 5\frac{1}{2}$ | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | 6/6 | | |
| Brake System<br>Remstelsel | V | | |
| Brake Cylinders<br>Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe/ Rempyp | (V) 50 | (L) | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 88,5/30,8 | (L) | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP - S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg<br>Ontwerplimiet – Massa op Spoor | 69 000 |
| Originally designed for<br>Oorspronklik ontwerp vir | ABNORMAL LOADS<br>ABNORMALE VRAGTE |
| Converted for<br>Omskep vir | |

| Revision<br>Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date<br>Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 23 990 |
| Load (Over all) kg<br>Vrag (Oor geheel) | 45 000 |
| Load (In well) kg<br>Vrag (In put | 45 000 |
| Floor Area (Over all) $m^2$<br>Vloeroppervlakte (Oor geheel) | — |
| Floor Area (Over well) $m^2$<br>Vloeroppervlakte (Oor put) | — |
| | |
| | |

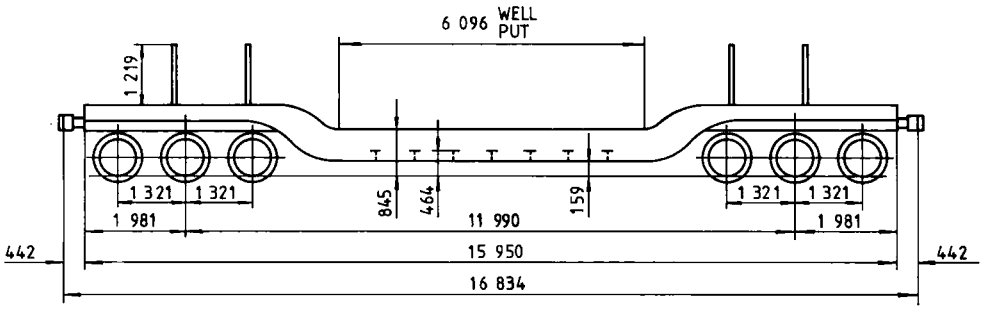
# U-10

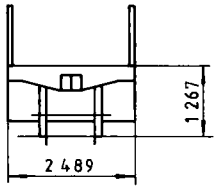
Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

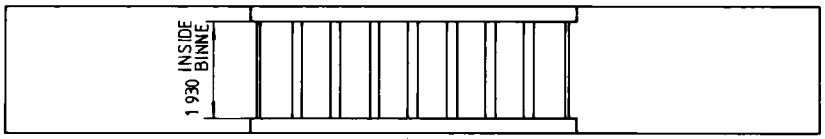
Brake System - Remstelsel
Dual Power - Automatic
A Tweekrag - Outomaties
Slack Adjuster
R Remversteller
V Vacuum
Vakuum
Air
L Lug
Dual Power – Manually operated
D Tweekrag – Handbediening

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 16 - 013 018 | 1928 |
| 16 - 013 026 | 1939 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | C.E.No. A1/13486 | | |
| Bogie Type / Draaisteltipe | BUCKEYE (C.E. No. A27/12793) | | |
| Bearing Size / Laergrootte | 11 × 5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 16/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 52,8/15,5 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | |

| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 679 | | |
| | | | |
| | | | |
| | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 117 360 | | |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | | |
| Converted for / Omskep vir | | | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | | | |
|---|---|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 34 360 | | |
| Load (Over all) kg / Vrag (Oor geheel) kg | 83 000 | | |
| Load (In well) kg / Vrag (In put) kg | 83 000 | | |
| Floor Area (Over all) m² / Vloeroppervlakte (Oor geheel) | — | | |
| Floor Area (Over well) m² / Vloeroppervlakte (Oor put) | — | | |

# U - 12

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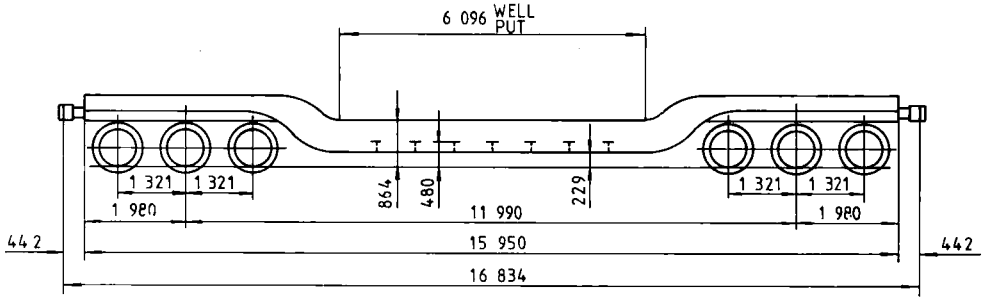
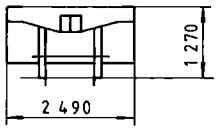
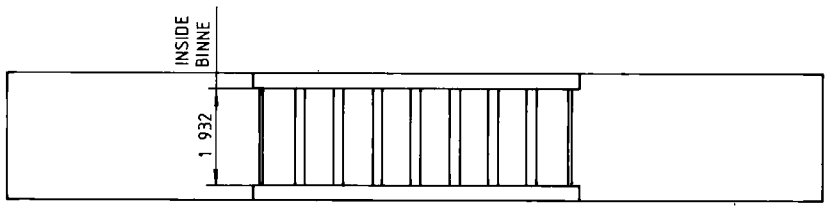
Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller




Remarks / Opmerkings :- 1 — 3 AXLE HIGH CAPACITY / AS HOË KAPASITEIT (CDO SKETCH / SKETS 1139)

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 16 - 013 034 / 16 - 013 069 | 1975 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W001/F014 | | |
| Bogie Type / Draaisteltipe | 1 | | |
| Bearing Size / Laergrootte | 12 x 6 | | |
| Springs per Bogie / Vere per Draaistel | 6 ELLIP, 4 COIL / SPIRAAL | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 59,7/17,5 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 679 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 117 360 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

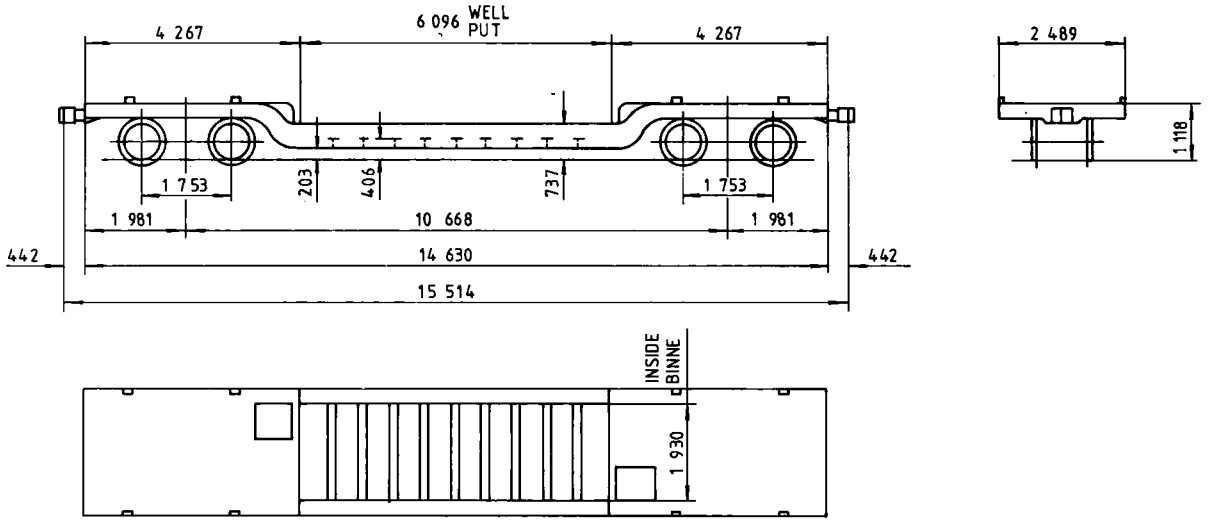
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 34 360 |
| Load (Over all) kg / Vrag (Oor geheel) kg | 83 000 |
| Load (In well) kg / Vrag (In put) kg | 83 000 |
| Floor Area (Over all) $m^2$ / Vloeroppervlakte (Oor geheel) | — |
| Floor Area (Over well) $m^2$ / Vloeroppervlakte (Oor put) | — |

# U-12

SHEET 2 OF 2 SHEETS
VEL 2 VAN 2 VELLE

277







Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

Dual Power - Automatic
Tweekrag - Outomaties
A Slack Adjuster
R Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 16-014 006, 16-014 014 | 1955 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

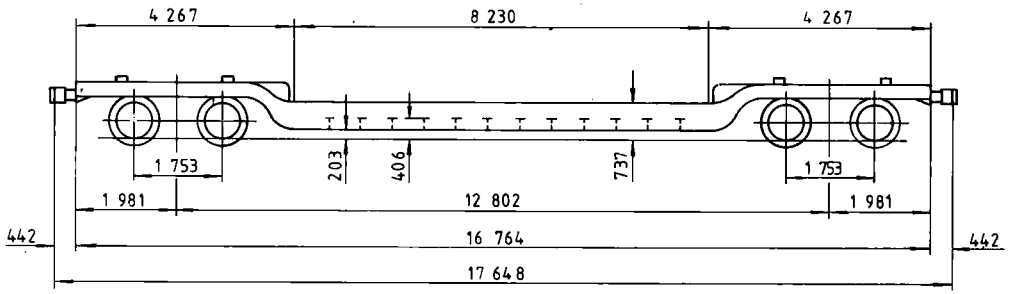
| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 101/12-A21 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | 733 | Tare (Average) kg / Tarra (Gemiddeld) kg | 24 130 |
| Bogie Type / Draaisteltipe | SARCAST | | | | Load (Over all) / Vrag (Oor geheel) kg | 45 000 |
| Bearing Size / Laergrootte | 11 × 5½ | | | | Load (In well) / Vrag (In put) kg | 45 000 |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | | | | Floor Area (Over all) m² / Vloeroppervlakte (Oor geheel) | — |
| Brake System / Remstelsel | V | | | | Floor Area (Over well) / Vloeroppervlakte (Oor put) m² | — |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 69 130 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) | Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,4/28,4 | (L) | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | Date / Datum | | | |

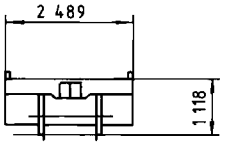
U-13

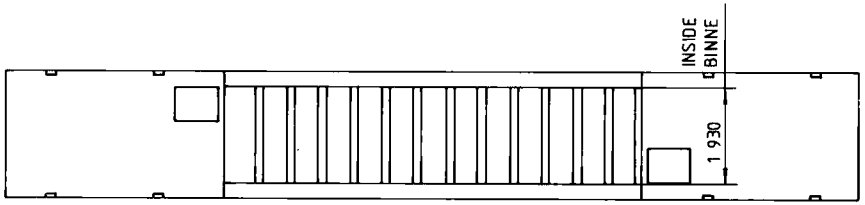
278

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 16-015 002, 16-015 010 | 1956 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 104/12 - A21 | | |
| Bogie Type / Draaisteltipe | SARCAST | | |
| Bearing Size / Laergrootte | 11 × 5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 93,1/32,0 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 720 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 72 000 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

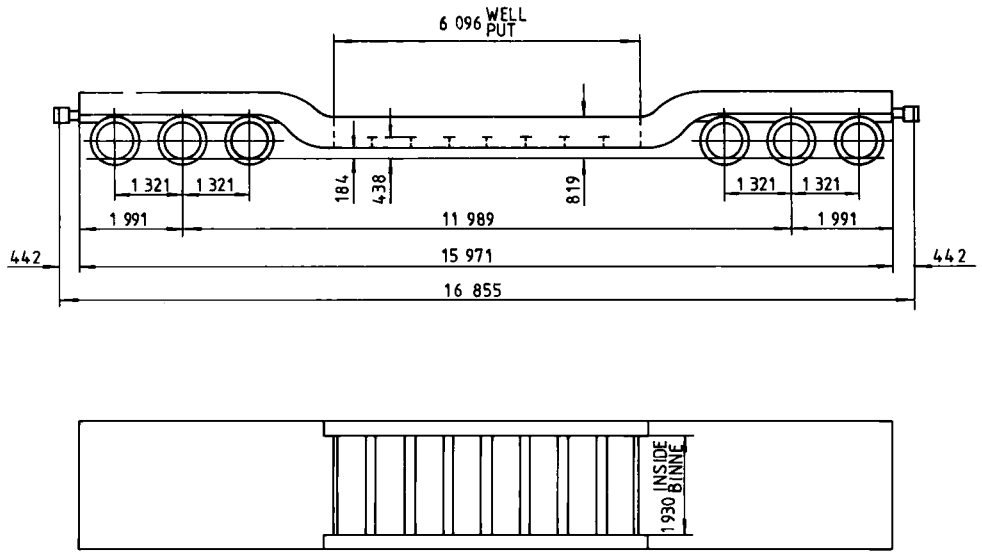
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

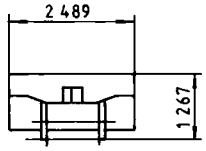
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 23 800 |
| Load (Over all) kg / Vrag (Oor geheel) kg | 45 400 |
| Load (In well) kg / Vrag (In put) kg | 29 500 |
| Floor Area (Over all) $m^2$ / Vloeroppervlakte (Oor geheel) | — |
| Floor Area (Over well) $m^2$ / Vloeroppervlakte (Oor put) | — |
| | |
| | |

U-14

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ①1 16 - 016 009 / 16 - 016 033 | 1955 |
| ①2 16 - 016 041 | 1958 |
| ①2 16 - 016 068 / 16 - 016 076 | 1957 |
| ①2 16 - 016 084 / 16 - 016 106 | 1958 |

Remarks / Opmerkings :-

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | W1/10970 | | |
| Bogie Type / Draaisteltipe | BUCKEYE | | |
| Bearing Size / Laergrootte | 11 × 5½ | | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | ①1 16/0, ①2 12/12 | | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 76,3/24,8 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | | |

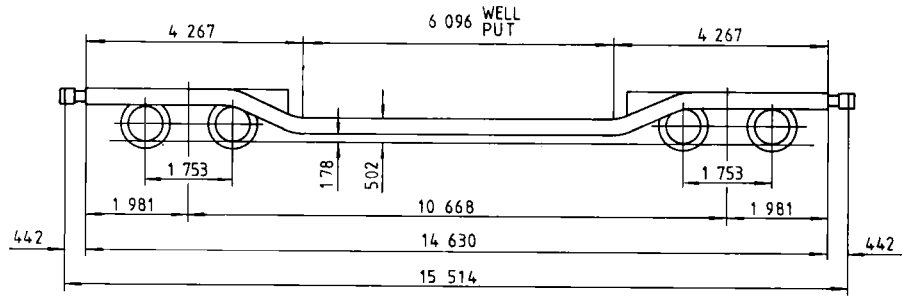
| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 667 |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 102 240 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

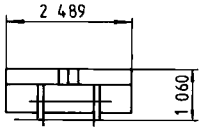
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | | Date / Datum |
|---|---|---|
| Tare (Average) / Tarra (Gemiddeld) | kg | 33 240 |
| Load (Over all) / Vrag (Oor geheel) | kg | 69 000 |
| Load (In well) / Vrag (In put) | kg | 69 000 |
| Floor Area (Over all) / Vloeroppervlakte (Oor geheel) | m² | — |
| Floor Area (Over well) / Vloeroppervlakte (Oor put) | m² | — |

U-15

280



Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :-

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 123/12-A21 | |
| Bogie Type / Draaisteltipe | SARCAST | |
| Bearing Size / Laergrootte | 11 × 5½ | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 8/0 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 81,1 / 30,1 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 660 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 73 080 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

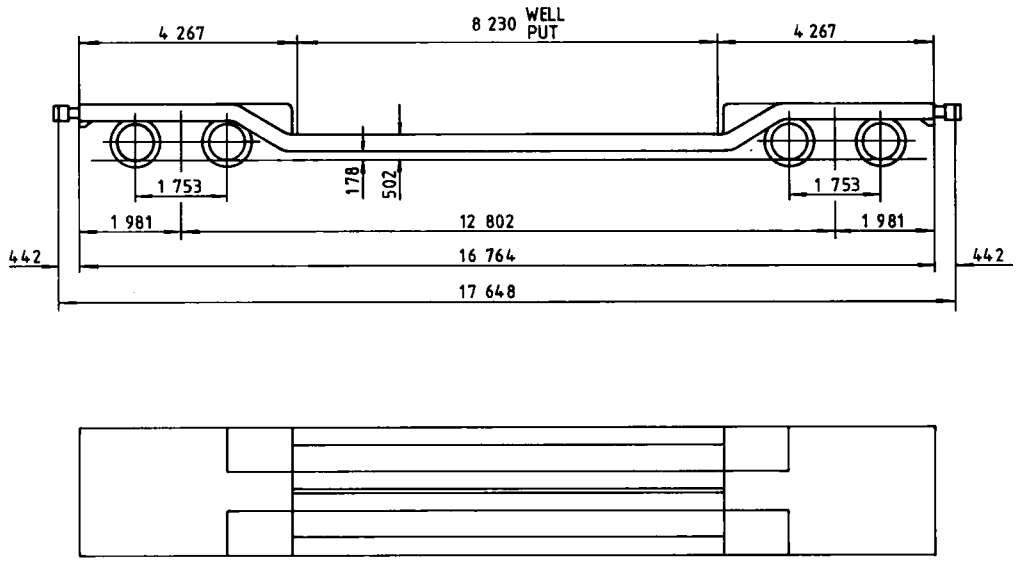
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 16-017 005 / 16-017 048 | 1961 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 27 080 |
| Load (Over all) kg / Vrag (Oor geheel) kg | 46 000 |
| Load (In well) kg / Vrag (In put) kg | 46 000 |
| Floor Area (Over all) $m^2$ / Vloeroppervlakte (Oor geheel) | — |
| Floor Area (Over well) $m^2$ / Vloeroppervlakte (Oor put) | — |

U-16

281




Drawgear Equipment - Trekwerkuitrusting

KK Coupler hydraulic cushioning device
Koppelaar hidroulieşe kussinginrigting

SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel

A Dual Power - Automatic
Tweekrag - Outomaties
R Slack Adjuster
Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening

Remarks :- ①1 SARCAST
Opmerkings ①2 SPOORBARBER

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ①1 16-018 001 / 16-018 036 | 1961 |
| ①1 16-018 044 / 16-018 060 | 1968 |
| ①2 16-018 079, 16-018 087 | 1970 |

| Converted from / Omskep van | Date / Datum |
|---|---|
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| | |

| | | | |
|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 124/12-A21 | | |
| Bogie Type / Draaisteltipe | ①1 ①2 | | |
| Bearing Size / Laergrootte | ①1 11×5½ | ①2 D | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | ①1 8/0 | ①2 10/10 | |
| Brake System / Remstelsel | V | | |
| Brake Cylinders / Remsilinders | (V) 2/21 | (L) | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (50) | (L) | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 70,37/28,44 | (L) | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | | |

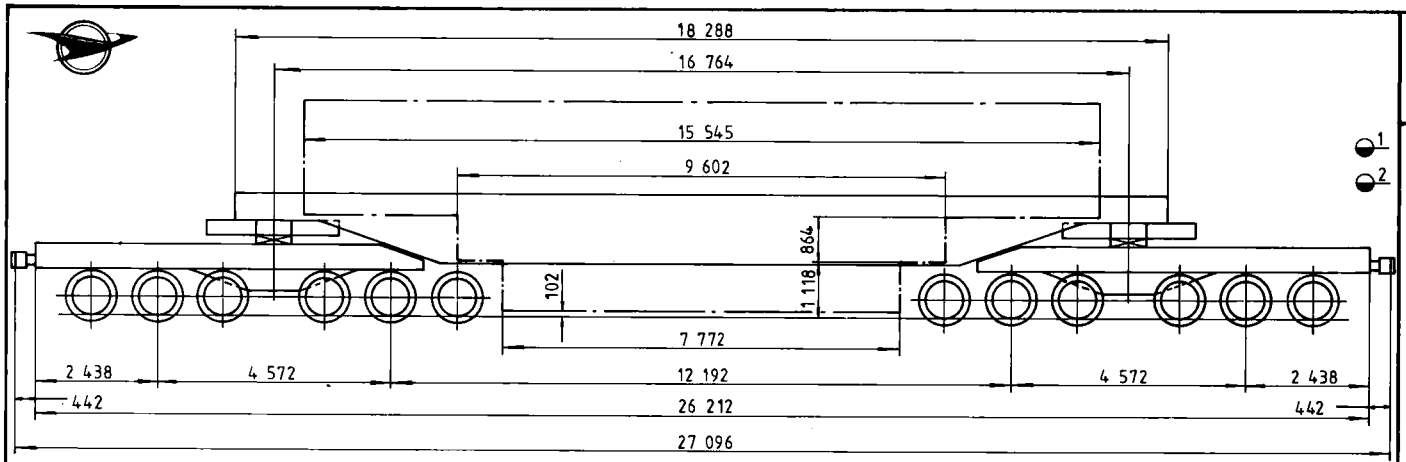
| | | | |
|---|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 648 | | |
| | | | |
| | | | |
| | | | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 77 210 | | |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | | |
| Converted for / Omskep vir | | | |

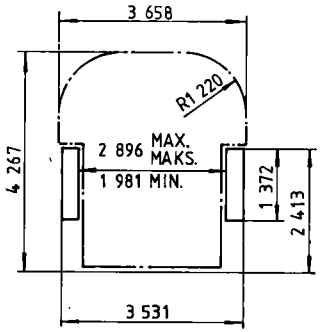
| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 31 210 |
| Load (Over all) / Vrag (Oor geheel) kg | 46 000 |
| Load (In well) / Vrag (In put) kg | 46 000 |
| Floor Area (Over all) m² / Vloeroppervlakte (Oor geheel) | — |
| Floor Area (Over well) m² / Vloeroppervlakte (Oor put) | — |

U-17

282




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :- FOR ALTERNATIVE METHODS OF USE, SEE ARRANGEMENTS 2 AND 3 / VIR ALTERNATIEWE METODES VAN GEBRUIK, KYK SAMESTELLE 2 EN 3

SPECIAL LOADING GAUGE SHOWN IN CHAIN DOT / SPESIALE VRAGPROFIEL IN STREEPSTIPPEL AANGETOON

1 GIRDERS BUILT BY / BALKE GEBOU DEUR VECOR (1958)

2 GIRDERS BUILT BY / BALKE GEBOU DEUR ALPHEUS WILLIAMS & DOWSE (1964)

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 2335/12-000 | |
| Bogie Type / Draaisteltipe | 3 AXLE HIGH CAPACITY / 3 AS HOË KAPASITEIT | |
| Bearing Size / Laergrootte | 12 × 6 | |
| Springs per Bogie / Vere per Draaistel | 6 SEMI ELLIP, 4 COIL / KRONKEL | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 4/21 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 43,0/13,3 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 141 |
| | |
| | |
| | |
| | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 245 400 |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 16 - 019 008 | 1958 |
| 16 - 019 016 | 1964 |
| 16 - 019 032 | 1971 |
| 16 - 019 024 | 1975 |

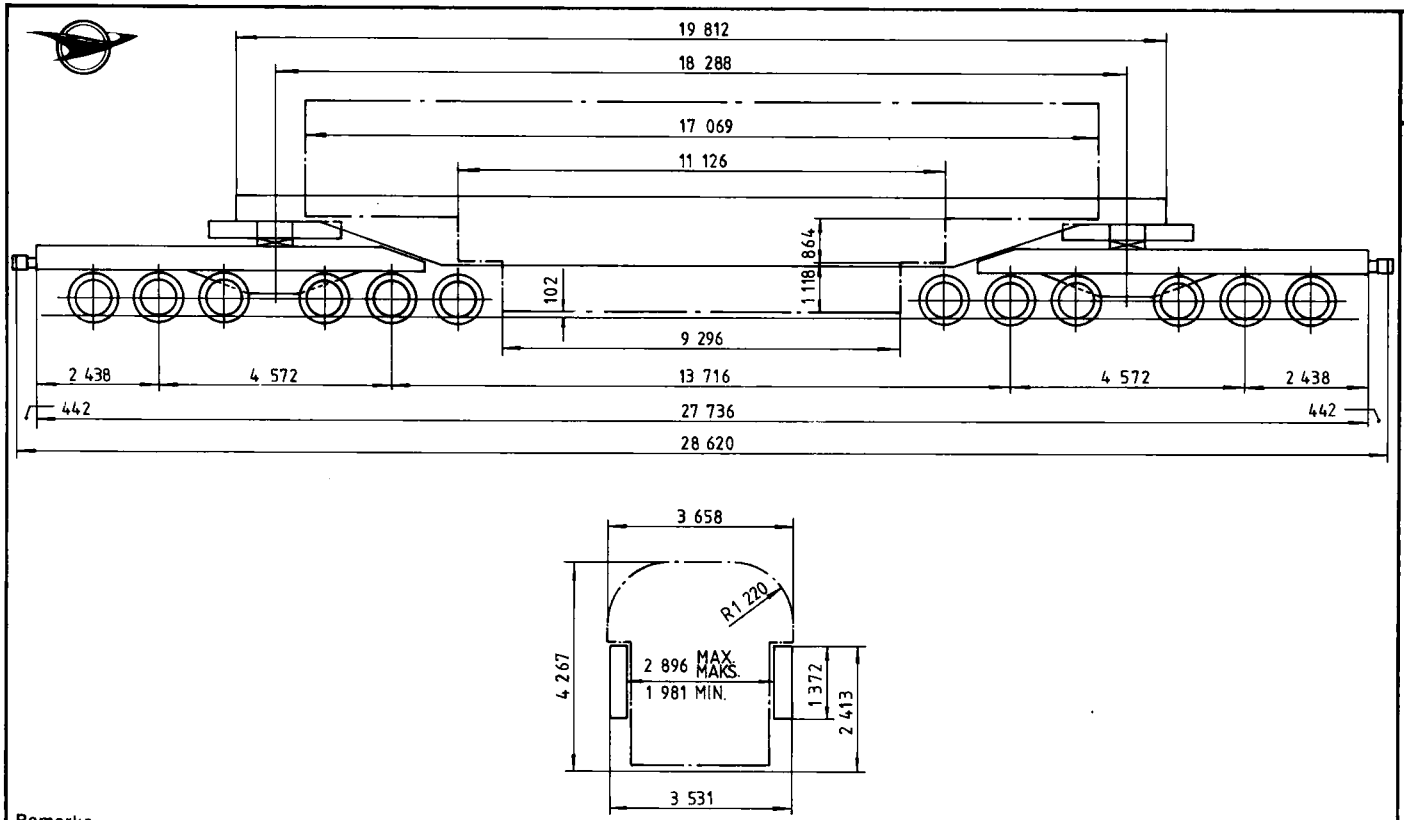
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 93 000 |
| Load (Over all) kg / Vrag (Oor geheel) kg | 152 400 |
| Load (In well) kg / Vrag (In put) kg | — |
| Floor Area (Over all) $m^2$ / Vloeroppervlakte (Oor geheel) | — |
| Floor Area (Over well) $m^2$ / Vloeroppervlakte (Oor put) | — |

# U-18

SHEET 1 OF 3 SHEETS
VEL 1 VAN 3 VELLE

283




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power-Manually operated / Tweekrag-Handbediening

Remarks / Opmerkings :- FOR ALTERNATIVE METHODS OF USE, SEE ARRANGEMENTS 1 AND 3
VIR ALTERNATIEWE METODES VAN GEBRUIK, KYK SAMESTELLE 1 EN 3

SPECIAL LOADING GAUGE SHOWN IN CHAIN DOT
SPESIALE VRAGPROFIEL IN STREEPSTIPPEL AANGETOON

◒1 GIRDERS BUILT BY A.STUART DRG. No. 70/59K-1/2 (1971)
BALKE GEBOU DEUR TEK.

◒2 GIRDERS BUILT BY BARLOWS DRG. No. W001/F015 (1975)
BALKE GEBOU DEUR TEK.

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | ◒1, ◒2 | |
| Bogie Type / Draaisteltipe | 3 AXLE HIGH CAPACITY / AS HOË KAPASITEIT | |
| Bearing Size / Laergrootte | 12 × 6 | |
| Springs per Bogie / Vere per Draaistel | 6 SEMI ELLIP, 4 COIL / KRONKEL | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 4/21 | (L) |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | (V) 50/65 | (L) |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) 38,5/14,5 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | |

| | | |
|---|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1 214 | |
| | | |
| | | |
| | | |
| | | |
| Design Limit – Mass on Rail kg / Ontwerplimiet – Massa op Spoor | 277 000 | |
| Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | |
| Converted for / Omskep vir | | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| | |

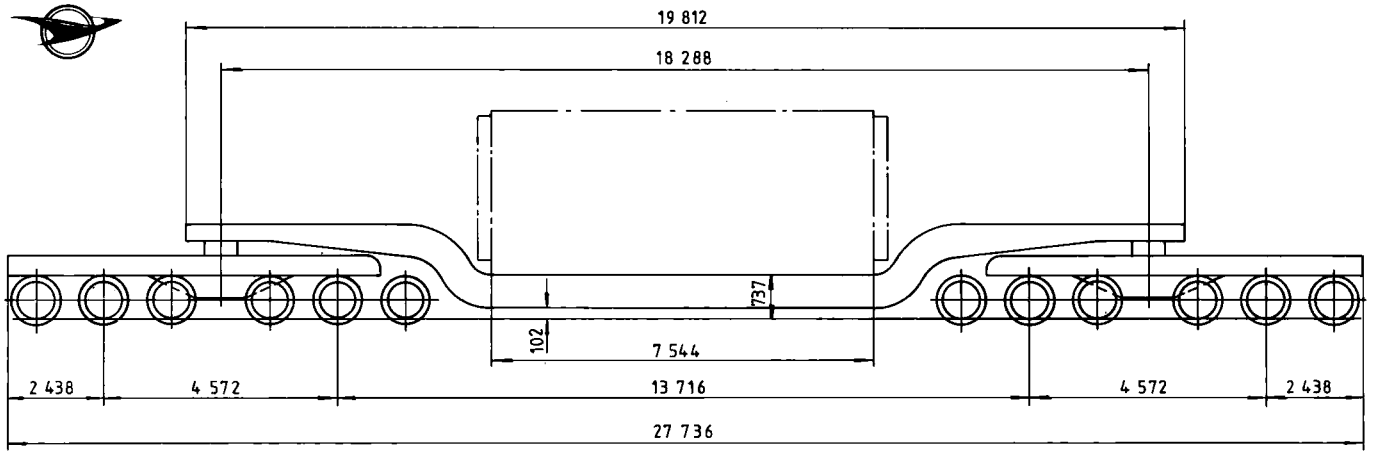
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

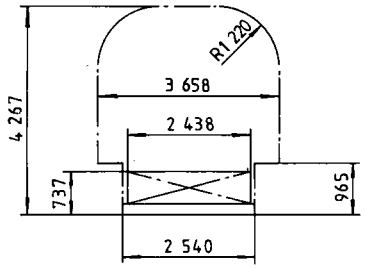
| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) | 104 000 |
| Load (Over all) kg / Vrag (Oor geheel) | 173 000 |
| Load (In well) kg / Vrag (In put) | — |
| Floor Area (Over all) $m^2$ / Vloeroppervlakte (Oor geheel) | — |
| Floor Area (Over well) $m^2$ / Vloeroppervlakte (Oor put) | — |

# U-18

SHEET 2 OF 3 SHEETS
VEL 2 VAN 3 VELLE

284




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
Dual Power-Automatic / Tweekrag-Outomaties
A Slack Adjuster / Remversteller
R
Vacuum / Vakuum
V Air / Lug
L Dual Power - Manually operated / Tweekrag - Handbediening
D

Remarks / Opmerkings : FOR ALTERNATIVE METHODS OF USE, SEE ARRANGEMENTS 1 AND 2
VIR ALTERNATIEWE METODES VAN GEBRUIK KYK SAMESTELLE 1 EN 2

SPECIAL LOADING GAUGE SHOWN IN CHAIN DOT
SPESIALE VRAGPROFIEL IN STREEPSTIPPEL AANGETOON

FRAME BUILT BY / RAAM GEBOU DEUR BARLOWS (1967)

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number / Tekeningnommer | CME 2489/12-000 | | Centre of Gravity (Empty) / Swaartepunt (Leeg) | | Tare (Average) / Tarra (Gemiddeld) kg | 99 800 |
| Bogie Type / Draaisteltipe | 3 AXLE HIGH CAPACITY / AS HOË KAPASITEIT | | | | Load (Over all) / Vrag (Oor geheel) kg | 177 800 |
| Bearing Size / Laergrootte | 12 × 6 | | | | Load (In well) / Vrag (In put) kg | 177 800 |
| Springs per Bogie / Vere per Draaistel | 6 ELLIP, 4 COIL / KRONKEL | | | | Floor Area (Over all) m² / Vloeroppervlakte (Oor geheel) | — |
| Brake System / Remstelsel | V | | | | Floor Area (Over well) m² / Vloeroppervlakte (Oor put) | — |
| Brake Cylinders / Remsilinders | (V) 4/21 | (L) | Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | 277 600 | | |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 50/65 | (L) | Originally designed for / Oorspronklik ontwerp vir | ABNORMAL LOADS / ABNORMALE VRAGTE | | |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 40,1/14,4 | (L) | Converted for / Omskep vir | | | |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901 E | | Revision / Hersiening | | | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR / SAS | | Date / Datum | | | |

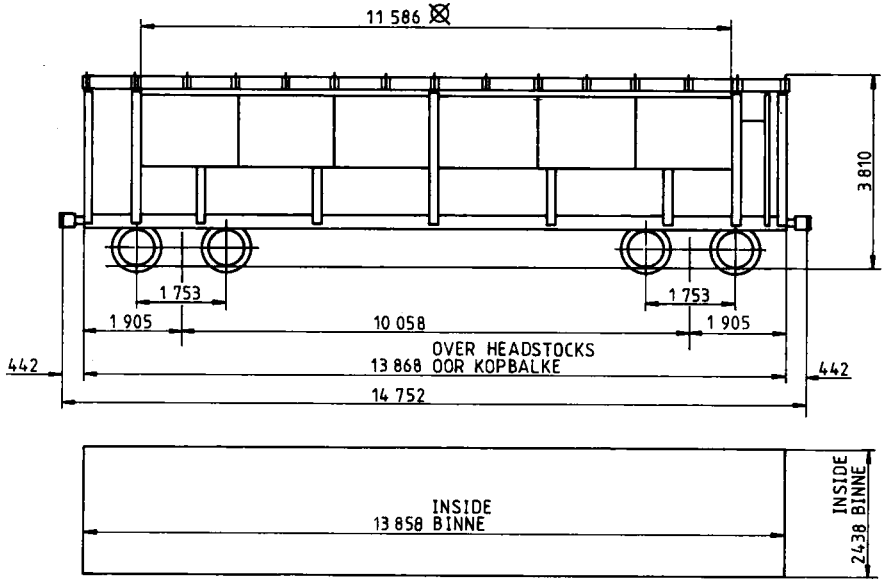
| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| | |

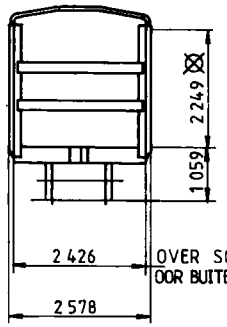
| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

# U - 18

SHEET 3 OF 3 SHEETS
VEL 3 VAN 3 VELLE

285




Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power - Automatic / Tweekrag - Outomaties
R Slack Adjuster / Remverstelter
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening

Remarks / Opmerkings :- ◒ 93-010 001 WITHOUT WATER AND LIGHTING. / SONDER WATER EN BELIGTING.

⊠ DOOR OPENING / DEUROPENING

| | | |
|---|---|---|
| Drawing Number / Tekeningnommer | CME 147 / 12 - A21 | |
| Bogie Type / Draaisteltipe | SPOORBARBER | |
| Bearing Size / Laergrootte | C | |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 6 / 6 | |
| Brake System / Remstelsel | V | |
| Brake Cylinders / Remsilinders | (V) 2 / 21 | (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 | (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) ◒ 80,6 / 28,6 / 77,7 / 28,2 | (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M 901 E | |
| Coupler / Yoke / Koppelaar / Juk | SASKOP - S / SAR SAS | |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | GENERAL GOODS / ALGEMENE GOEDERE |
| Converted for / Omskep vir | MOTOR CARS (WHITE TRAIN) / MOTORKARRE (WITTREIN) |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| ◒ 93 - 010 001 / 93 - 010 079 | 1943 - 54 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| DZ - 7 | 1969 |
| | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 21 460 ◒ / 22 260 |
| Load / Vrag kg | 39 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area / Vloeroppervlakte $m^2$ | 33,79 |
| Capacity / Inhoudsvermoë $m^3$ | 81,4 |
| | |
| | |

Z - 1

286

Drawgear Equipment - Trekwerkuitrusting

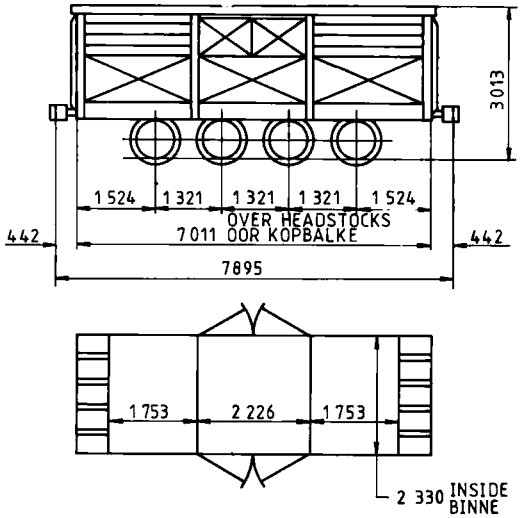
KK Coupler hydraulic cushioning device
Koppelaar hidrouliese kussinginrigting

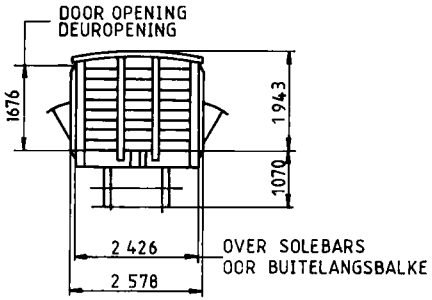
SSC Centre sill hydraulic cushioning device
Middelbalk hidrouliese kussinginrigting

Brake System - Remsteisel

Dual Power - Automatic
Tweekrag - Outomaties
A Slack Adjuster
R Remversteller

V Vacuum
Vakuum
L Air
Lug
D Dual Power - Manually operated
Tweekrag - Handbediening




Remarks
Opmerkings :-

| Vehicle Numbers<br>Voertuignommers | Placed in Service<br>In Gebruik Geneem |
|---|---|
| 93-013 000, 93-013 019 | 1941 |
| 93-013 027, 93 013 035 | 1941 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

| | | | |
|---|---|---|---|
| Drawing Number<br>Tekeningnommer | W-1/10036 | | |
| Bogie Type<br>Draaisteltipe | | | |
| Bearing Size<br>Laergrootte | 10 X 5 | | |
| Springs per Bogie Outer / Inner<br>Vere per Draaistel Buite / Binne | | | |
| Brake System<br>Remstelsel | V | | |
| Brake Cylinders<br>Remsilinders | (V) 2 / 15 | (L) | |
| Train Pipe / Treinpyp<br>Brake Pipe/ Rempyp | (V) 50 | (L) | |
| Brake Percentage Empty / Loaded<br>Rempersentasie Leeg / Met Vrag | (V) | (L) | |
| Drawgear Equipment<br>Trekwerkuitrusting | AAR M901E | | |
| Coupler / Yoke<br>Koppelaar / Juk | SASKOP-S / | SAR<br>SAS | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Design Limit - Mass on Rail kg<br>Ontwerplimiet - Massa op Spoor | | | | | | | |
| Originally designed for<br>Oorspronklik ontwerp vir | WEIGHBRIDGE TEST WAGON<br>WEEGBRUG- TOETSTROK | | | | | | |
| Converted for<br>Omskep vir | | | | | | | |
| Revision<br>Hersiening | | | | | | | |
| Date<br>Datum | | | | | | | |

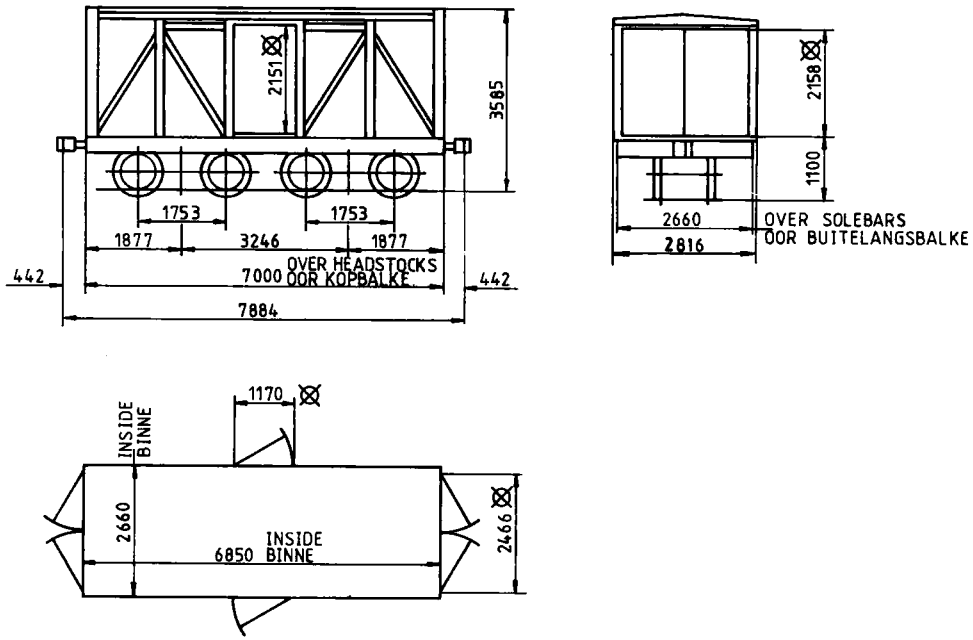
| | |
|---|---|
| Tare (Average) kg<br>Tarra (Gemiddeld) | 15 100 |
| Load kg<br>Vrag | 30 000 |
| Load (Coal) kg<br>Vrag (Steenkool) | |
| Floor Area $m^2$<br>Vloeroppervlakte | |
| Capacity $m^3$<br>Inhoudsvermoë | |

Z - 4

287

Drawgear Equipment - Trekwerkuitrusting
KK Coupler hydraulic cushioning device / Koppelaar hidrouliese kussinginrigting
SSC Centre sill hydraulic cushioning device / Middelbalk hidrouliese kussinginrigting

Brake System - Remstelsel
A Dual Power-Automatic / Tweekrag-Outomaties
R Slack Adjuster / Remversteller
V Vacuum / Vakuum
L Air / Lug
D Dual Power - Manually operated / Tweekrag - Handbediening




Remarks / Opmerkings :-
ALLOCATION OF WAGONS : TOEKENNING VAN TROKKE.
(1) DIVISION OF WEIGHTS AND MEASURES: AFDELING MATE EN GEWIGTE.
93-016 018, 93-016 026, 93-016 034, 93-016 042, 93-016 050, 93-016 069
(2) S.A.R. SUPERVISOR (SCALES): S.A.S. OPSIENER (SKALE)
93-016 077, 93-016 085, 93-016 093, 93-016 107.

⊠ DOOR OPENING / DEUROPENING

| Vehicle Numbers / Voertuignommers | Placed in Service / In Gebruik Geneem |
|---|---|
| 93-016 018 / 93-016 107 | 1972 |

| Converted from / Omskep van | Date / Datum |
|---|---|
| | |
| | |

| | |
|---|---|
| Drawing Number / Tekeningnommer | W001 / G001 |
| Bogie Type / Draaisteltipe | HS MK III |
| Bearing Size / Laergrootte | D |
| Springs per Bogie Outer / Inner / Vere per Draaistel Buite / Binne | 10 / 4 |
| Brake System / Remstelsel | V |
| Brake Cylinders / Remsilinders | (V) 2 / 18 (L) |
| Train Pipe / Treinpyp / Brake Pipe / Rempyp | (V) 65 (L) |
| Brake Percentage Empty / Loaded / Rempersentasie Leeg / Met Vrag | (V) 87,7 / 35 (L) |
| Drawgear Equipment / Trekwerkuitrusting | AAR M901E |
| Coupler / Yoke / Koppelaar / Juk | SASKOP-S / SAR SAS |

| | |
|---|---|
| Centre of Gravity (Empty) / Swaartepunt (Leeg) | 1155 |
| | |
| | |
| | |
| | |
| Design Limit - Mass on Rail kg / Ontwerplimiet - Massa op Spoor | |
| Originally designed for / Oorspronklik ontwerp vir | WEIGHBRIDGE TEST WAGON / WEEGBRUG-TOETSTROK |
| Converted for / Omskep vir | |

| Revision / Hersiening | | | | | | |
|---|---|---|---|---|---|---|
| Date / Datum | | | | | | |

| | |
|---|---|
| Tare (Average) kg / Tarra (Gemiddeld) kg | 20 000 |
| Load kg / Vrag kg | 30 000 |
| Load (Coal) kg / Vrag (Steenkool) kg | |
| Floor Area $m^2$ / Vloeroppervlakte $m^2$ | 18,2 |
| Capacity $m^3$ / Inhoudsvermoë $m^3$ | |
| | |
| | |

Z-7